

## CLASS TWO NOTAMS

July 5, 1984

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July 19, 1984

# Notices to Airmen

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U.S. Department of Transportation  
Federal Aviation Administration

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## NOTICES TO AIRMEN

NOTAM information current as of June 19, 1984  
FDC NOTAMS listed thru FDC #4/1426, June 20, 1984

### FOREWORD

This publication is divided into two sections

(1) The first section contains selected notices which are expected to remain in effect for an extended period, and FDC NOTAMS which are current thru the FDC NOTAM number and date shown above. NOTAMS in this publication will not be included in the Flight Service Station Service A telecommunications system and are not included in pilot briefings unless specifically requested by the pilot. If NOTAMS concerning a facility are included both in the Service A system and this publication, the Service A system information takes precedence, that is, it is considered more current. Similarly, Service A and Class Two NOTAMS take precedence over information in the Airport / Facility Directory. Complete flight information can be obtained by receiving a weather briefing and reviewing both the Class Two NOTAMS and the Airport / Facility Directory.

The selected notices are included to reduce congestion on the teletype circuits. Only those notices which are expected to remain in effect for at least seven days after the effective date of the publication will be included. The number in parenthesis after each entry is the month and year when the item first appeared in this publication.

National Flight Data Center (FDC) NOTAMS primarily reflect changes to Standard Instrument Approach Procedures. FDC NOTAMS also establish Flight Restrictions and correct data on aeronautical charts.

The last FDC NOTAM included in the publication is listed by number and date. This will aid the user in dating the listing with any FDC NOTAMS which may have been issued after publication.

The cutoff date for information to be included in this section is three weeks prior to the effective date of the publication.

(2) The second section contains special notices that, either because they are too long or because they concern a wide or unspecified geographical area, are not suitable for inclusion in the first section.

The content of these notices vary widely and there are no specific criteria for inclusion, other than their enhancement of flight safety.

The cutoff date for information to be included in this section is three weeks prior to the effective date of the publication (seven weeks prior if graphics will be required).

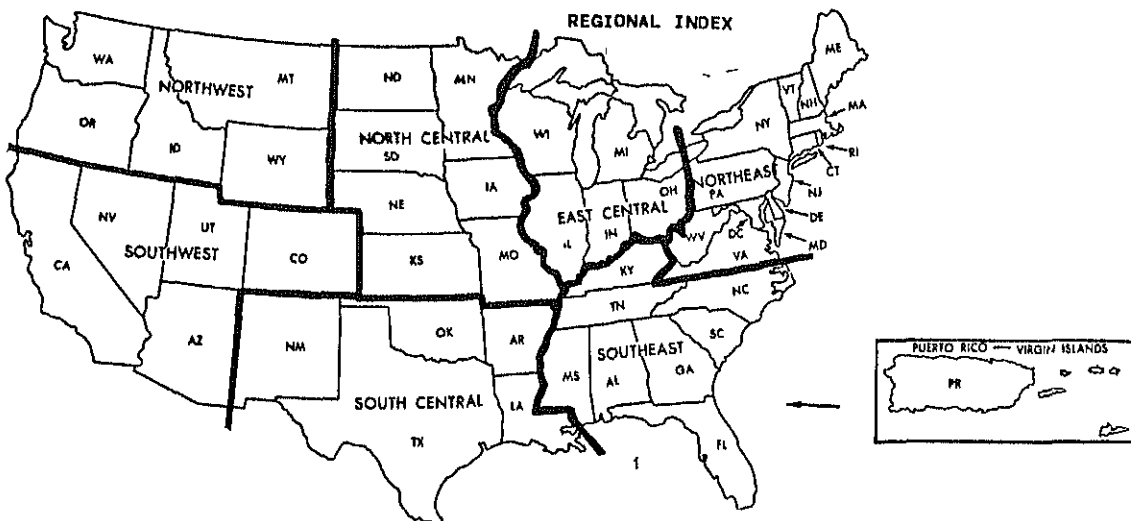
All the information contained in this publication will be carried until the information expires, is cancelled, or in the case of permanent information, is published in the appropriate publication, e.g., the Airport / Facility Directory.

NOTE: ALL times are indicated as GMT or 'local'. During periods of Daylight Saving Time, effective hours in local time will be one hour earlier than shown. All states observe daylight saving time except Arizona, that portion of Indiana in the Eastern Time Zone, Puerto Rico, and the Virgin Islands.

NOTE: Underscored items (except city names) indicate new information in this issue.

### FDC NOTAM LEGEND

4/103 ----- Accountability number assigned to the message originator  
FI/T ----- Flight Information of a Temporary nature  
FI/P ----- Flight Information of a Permanent nature



SECTION ONE

\*\*\* GENERAL \*\*\*

[NOTICES TO AIRMEN]

NOTICE ARPT ADVISORY PRACTICES

RECOMMENDED OUTBOUND AND INBOUND REPORTS WHEN OPERATING AT AN ARPT WHERE THE TOWER IS NOT IN OPERATION

a PART-TIME TOWER CLSD OR TOWER TEMPORARILY CLSD AND FSS CLSD OR NO FSS UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE NOTAM BROADCAST POSITION OR INTENTIONS IN THE BLIND ON TOWER LOCAL CONTROL FREQUENCY OUTBOUND BEFORE TAKING RWY FOR TAKEOFF AND INBOUND ENTERING DOWNWIND AND FINAL

b PART-TIME TOWER CLSD OR TOWER TEMPORARILY CLSD AND FSS OPEN FOR ARPT ADVISORY SERVICE (AAS) COMMUNICATE WITH FSS ON TOWER LOCAL CONTROL FREQUENCY OR FREQUENCY SPECIFIED IN APPLICABLE NOTAM

NOTICE COPIES OF SPECIAL FEDERAL AVIATION REGULATION NO 46 (SFAR-46) WHICH CONTAINS THE AIRPORT, AIRSPACE, SECURITY, AND FLIGHT OPERATIONS REQUIREMENTS AND SERVICES FOR THE XXIII OLYMPIAD ARE AVAILABLE UPON REQUEST FROM

DDT/FAA

OFFICE OF PUBLIC AFFAIRS  
PUBLIC AND EMPLOYEE COMMUNICATIONS  
800 INDEPENDENCE AVE . S W  
WASHINGTON, D C 20591  
TELEPHONE 202-426-8058

[FDC NOTAMS]

FDC 4/262 FI/T /YAP/ YAP ISLAND TT NDB RWY 7 AMDT 4 DELETE NOTE ACTIVATE MRL RWY 7-25 REIL AND VASI RWYS 7 AND 25-123 6

FDC 4/334 THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC ORBANDAR ABBASS, BUSHER ATC AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF

FREQUENCIES 134 1 AND 118 1MHZ TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAD REGULATIONS OPERATORS OF U S REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U S REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55

FDC 4/423 THE CONSOLIDATED NOTAM SYSTEM ACTIVE SINCE 240245 FOLLOWING REQ/REPLY PROCEDURES UTILIZING SVC B OR AFTN ARE IN EFFECT

ADDRESS REQUEST TO KQZZNA USING AFTN FORMAT OR SVC B EXAMPLE DCA GG KQZZNA

FDC NOTAMS EXAMPLE. USE EXCLAMATION POINT OR WESTWIND ARROW (ADP CODE) DEPENDING ON YOUR EQUIPMENT FOLLOWED BY SVC

EXCLAMATION POINT (NO SPACE) SVC RQ DOM ACC=FDC LOC=BWI

THIS WILL GIVE FDC NOTAMS FOR BALTIMORE EXCLAMATION POINT (NO SPACE) SVC RQ DOM

ACC=FDC NT=3/102

THIS WILL GIVE ONLY FDC NOTAM NUMBER 3/102 INTERNATIONAL NOTAMS

EXCLAMATION POINT (NO SPACE) SVC RQ INT LOC=EGGN

THIS WILL GIVE ALL INTERNATIONAL NOTAMS FOR LOCATION EGGN

EXCLAMATION POINT (NO SPACE) SVC RQ INT ACC=EGGNYN NT=A005/84

THIS WILL GIVE ONLY NOTAM A005/84 ISSUED BY EGGNYN NOTAM OFFICE FACILITIES WHICH DO NOT HAVE CAPABILITY OF TRANSMITTING AN EQUAL SIGN /=/ MAY MAKE THEIR REQUEST TO THE U.S. NOTAM OFFICE ADDRESS KDCAYN OR TELEPHONE 202-426-3390.

FDC 4/763 FDC FI/T AWYS V51 HARRIS/HRS/GA VORTA TO HINCH/HCH/TN VORTAC MEA 7000 V97 NELLO/GA FIX TO HINDE/TN FIX MEA 9000 V16/V16S HINCH/HCH/TN VORTAC TO KNOXVILLE/TYS/TN VORTAC MEA 5000 V16 KNOXVILLE/TYS/TN VORTAC TO HOLSTON MOUNTAIN/HMV/TN VORTAC MEA 6000 V16S/V18S KNOXVILLE/TYS/TN VORTAC TO SNOWBIRD /SCT/TN VORTAC MEA 7000 SNOWBIRD/SOT/TN VORTAC TO SUGARLOAF/SUG/ NC VORTAC MEA 8000 V11S KNOXVILLE/TYS/TN VORTAC TO ROSAR KY FIX MEA 5100 V16N/V519 KNOXVILLE/TYS/TN VORTAC TO FARLI TN FIX NA V517 KNOXVILLE/TYS/TN VORTAC TO MIAMI KY FIX NA

FDC 4/810 FLIGHT RESTRICTIONS WITHIN AN AREA BOUNDED BY 1938N/156W /KOA/ 135/003 TO 1957N/15536W /MUF/ 120-005 TO 1959N/ 15520W /MUE/ 080/019 TO 1935N/15509W /ITO/213/012 TO 1907N/15540W /KOA/137/038 TO 1938N/156W /KOA/ 135/003. EFFECTIVE DAYLIGHT HOURS UNTIL FURTHER NOTICE, PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL HONOLULU ARTCC 808-734-6667 IS COORDINATING ATC FACILITY

FDC 4/811 FDC FLIGHT RESTRICTION WITHIN THE LATERAL LIMITS OF

A R2921 FROM 2849/8061W TO 2851N/8047W TO 2851N/8042W THEN 003 NAUTICAL MILES FROM AND PARALLEL TO THE SHORELINE TO 2845N/8038W TO 2842N/8048W TO POINT OF ORIGIN.

B R2922 FROM 2842N/8048W TO 2845N/8038W TO 2840W/8040W TO 2838N/8047W TO POINT OF ORIGIN

C. R2926 FROM 2841N/8044W TO 2829N/8041W TO 2825N/8041W TO 2825N/8042W TO POINT OF ORIGIN

D R2927 FROM 2825N/8042W TO 2825N/8031W TO  
2823N/8035W TO 2823N/8041W TO POINT OF ORIGIN  
EFFECTIVE 130830 GMT APRIL 84

PURSUANT TO FEDERAL AVIATION REGULATION 91.91  
TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT

A R2921 SURFACE TO 8000 FEET ABOVE GROUND  
LEVEL

B R2922 SURFACE TO 1200 FEET ABOVE GROUND  
LEVEL

C R2926 SURFACE TO 1200 FEET ABOVE GROUND  
LEVEL

D R2927 SURFACE TO 8000 FEET ABOVE GROUND  
LEVEL

MELBOURNE FL /MLB/ IS COORDINATING FLIGHT SERVICE  
STATION

FDC 4/816 FDC PURSUANT TO FAR 91.91 THE FOLLOWING  
TEMPORARY RESTRICTED AREA IS ESTABLISHED 1500 FT  
AGL AND BELOW FOR FIXED WING AIRCRAFT 500 FT AGL  
AND BELOW FOR HELICOPTERS IN THAT AREA FROM THE  
HILO VORTAC TO A POINT ON THE HILO VOR RADIAL 170  
AT 25 NM THENCE DIRECT TO THE SUMMIT OF MAUNA LOA  
DIRECT TO A POINT ON THE HILO VOR RADIAL 255 AT 25  
NM DIRECT TO THE HILO VORTAC THAT AREA  
ENCOMPASSING THE MOUNTAIN VIEW AIRPORT AND THE HILO  
AIRPORT TRAFFIC AREA ARE EXCLUDED AIRCRAFT  
OPERATING IN THE VICINITY OF THE TEMPORARY  
RESTRICTED AREA SHOULD USE FREQUENCY 122.7  
PERMISSION TO OPERATE IN THE RESTRICTED AREA AT  
ALTITUDES LOWER THAN THOSE SPECIFIED ABOVE MUST BE  
OBTAINED FROM HILO CIVIL DEFENSE AGENCY PHONE 935-  
0031 ALSO A FLIGHT PLAN MUST BE FILED WITH HNL FSS  
IN ACCORDANCE WITH 91.91

FDC 4/998 OMEGA STN E LA REUNION WILL BE OFF AIR  
FOR MAINTENANCE FROM 041000Z JUNE UNTIL 081800Z  
JULY 84

FDC 4/1012 FI/T AR-7 FROM ZBB NDB TO DIE NDB N/A-  
DIE NDB NOT CMSND ON 10 MAY 1984 AS CHARTED PILOTS  
FLYING AR-7 SHOULD USE HAH NDB /3442 3N 7735 7W/ FOR  
NAVIGATION PILOTS ARE REQUESTED TO FILE DIW IN  
LIEU OF HAH FOR COMPUTER PROCESSING PURPOSES HAH  
NDB REMAINS 198 KHZ AR-7 WILL BE THE ZBB 189 BRG  
AND THE HAH 016 BRG MEAS AS PUBLISHED.

FDC 4/1122 FDC FLIGHT RESTRICTION 1 NAUTICAL MILE  
RADIUS OF /BGQ/ VORTAC. PURSUANT TO FEDERAL  
AVIATION REGULATION 91.91 TEMPORARY FLIGHT  
RESTRICTIONS ARE IN EFFECT SURFACE TO 3000 FEET  
ABOVE GROUND LEVEL. /ANC/ IS COORDINATING FLIGHT  
SERVICE STATION

FDC 4/1203 FLIGHT RESTRICTION 5 NAUTICAL MILE  
RADIUS OF THE /ABQ/ VORTAC 358 DEGREE RADIAL AT 078  
NAUTICAL MILES PURSUANT TO FEDERAL AVIATION  
REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE  
IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL  
/ABQ/ IS COORDINATING FLIGHT SERVICE STATION FOR  
APVL THRU THE AREA CALL 505-766-1955

FDC 4/1282 FI/T V113 SDO VORTAC TO ROBUD INT, MEA  
12000 SOUTHBOUND, 10000 NORTHBOUND.

FDC 4/1332 FLIGHT RESTRICTION EFFECTIVE 0600EDT 13  
JULY 84 THRU 2100EDT 16 JULY 84, A 5 STATUTE MILE  
ARC FROM 001 DEGREE BEARING THRU 180 DEGREE BEARING  
OF SENECA AAF, ROMULUS NY PURSUANT TO FEDERAL  
AVIATION REGULATION 91.91 TEMPORARY FLIGHT  
RESTRICTIONS ARE IN EFFECT SURFACE TO BUT NOT  
INCLUDING 4000 FEET MEAN SEA LEVEL EXCEPT AS  
AUTHORIZED BY ATC FREQ 119.55 MHZ FOR OFFICIAL  
PRESS FLIGHTS ONLY, 2000 FEET AGL AND ABOVE IS  
AUTHORIZED THIS RESTRICTION DOES NOT APPLY TO  
PARTICIPATING MILITARY AIRCRAFT.

\*\*\* ALASKAN SUPPLEMENT \*\*\*

ALASKA

[NOTICES TO AIRMEN]

FOR FURTHER INFORMATION ON ALASKA OTHER THAN FDC  
NOTAMS CONSULT THE ALASKAN SUPPLEMENT

[FDC NOTAMS]

FDC 4/116 FI/T /BRW/WILEY POST-WILL ROGERS  
MEMORIAL, BARROW AK ILS/DME RWY 6 AMDT 1, TRML RTE  
BROWERVILLE NDB TO I-BRW SW CRS/ 6 DME VIA 247  
BRG/5NM FROM BROWERVILLE NDB, ALT 2000 BROWERVILLE  
IDENT CHANGED TO VIR AND RELOCATED TO LAT 71-16-58N  
LONG 56-46-52W

FDC 4/182 FI/T /ENA/KENAI MUNI KENAI AK VOR RWY 19  
AMDT 12 ILS RWY 19 AMDT 3 CHANGE MISSED APCH TO  
READ CLIMBING RIGHT TURN TO 2000 DIRECT ENA VOR  
OR WHEN DIRECTED BY ATC CLIMBING RIGHT TURN TO 2000  
VIA HDG 320 AND ENA R-275 TO TWIGI 8 DME AND HOLD  
WEST RIGHT TURN5 095 INBOUND

FDC 4/364 FI/T /SIT/ SITKA SITKA AK NDB-A ORIG FAC  
002 BRG FROM SIT NDB LDA/DME RWY 11 AMDT 6/TRML  
ROUTE SIT NDB TO I-SIT LDA NW CRS/4 DME VIA 347  
BRG/14 8 NM FROM SIT NDB/ALT 4200 VOR-A AMDT  
7/TRML ROUTE SIT NDB TO BKA VORTAC VIA 018 BRG/O.3  
NM ALT 1700

FDC 4/713 FI/T /CDB/COLD BAY, COLD BAY, AK. NDB RWY  
14 AMDT 9, ILS RWY 14 AMDT 12, LOC/DME BC RWY 32  
AMDT 4, VOR RWY 14 AMDT 10, VORTAC-A AMDT 3, CAT D  
CIRCLING NA WEST OF RWY 14-32

FDC 4/1028 FI/P /AKN/KING SALMON KING SALMON AK  
CORRECT U S GOVT CHART ALASKA TERMINAL DATED 10  
MAY 1984 RADAR-1 AMDT 8 ADD PAR RWY 29 SI  
MINS DH 257/VIS 3/4 HAT 200 CATS A/B/C/D/E GS  
ANGLE 3 O DEGS TCH 38 RPI 775 CHG RWY 11 TCH TO  
41 AND RPI TO 749 CHG NOTES TO READ MILITARY  
MINS PAR RWY 11 DH 146-1/4 /100-1/4 WHEN ASR IS  
OUT PAR IS AVBL ONLY IF ACFT HAS OPERABLE TACAN OR  
VOR WITH DME EXECUTE TACAN OR VOR APCH AND REPORT  
RWY 11 AKN R-291/4 DME RWY 29 AKN R-111/15 DME MIN  
ALT 1700 FOR PAR PICK-UP PAR AND ILS GS NOT  
COINCIDENT

FDC 4/1270 FI/T /GAL/GALENA GALENA AK RADAR-1 AMDT  
7 PAR RWY 25 TCH 35/RPI 814 FT

FDC 3/551 FI/T /SIT/ SITKA SITKA, AK LDA/DME RWY  
11 AMDT 6 TRML RTES R-066/25 DME BKA VORTAC TO I-  
SIT LDA E CRS 6 DME AND I-SIT LDA E CRS 6 DME TO I-  
SIT LDA W CRS 4 DME NA.

FDC 3/1716 FI/T /FAI/ FAIRBANKS INTL FAIRBANKS AK  
ILS RWY 19R AMDT 19 HI-ILS RWY 19R DSTC MM TO THR  
0 5 NM ALT A MM 634 FT DELETE A1 COMPASS LOCATOR AT  
MM /FREQ 215 KHZ/ NDB RWY 19R AMDT 16 DELETE  
COMPASS LOCATOR AT MM

FDC 3/2260 FI/P EFFECTIVE 10/30/83 TIME ZONES  
REALIGN IN ALASKA AS FOLLOWS .

1 YUKON STANDARD TIME ZONE /GMT-9/ /-8DT/  
INCLUDES THE ENTIRE STATE OF ALASKA EXCEPT FOR THAT  
PART OF THE ALEUTIAN ISLANDS WEST OF 169 DEGREES 30  
MINUTES WEST LONGITUDE

2 ALASKA - HAWAII STANDARD TIME ZONE /GMT-  
10/ /-9DT/ INCLUDES THE ENTIRE STATE OF HAWAII AND

THAT PART OF THE ALEUTIAN ISLANDS WEST OF 169 DEGREES 30 MINUTES WEST LONGITUDE  
AERONAUTICAL PUBLICATIONS/CHARTS WILL BE  
CORRECTED BEGINNING 11/24/83 CONTACT FLIGHT  
SERVICE STATION FOR CORRECT DATA

FDC 2/683 FI/T /PHO / POINT HOPE POINT HOPE AK NDB  
RWY 1 ORIG AND NDB RWY 19 ORIG ALTN MINS NA

FDC 2/684 FI/T /Z60/ AMBLER AMBLER AK NDB RWY 36  
ORIG ALTN MINS NA

\*\*\* PACIFIC SUPPLEMENT \*\*\*

HAWAII

[NOTICES TO AIRMEN]

FOR FURTHER INFORMATION ON HAWAII OTHER THAN FDC  
NOTAMS CONSULT THE PACIFIC SUPPLEMENT

[FDC NOTAMS]

FDC 4/456 FI/T AWYS/HI EFFECTIVE IMMEDIATELY  
HAWAII V20 JIGEL INT/LNY 40 DME MRA IS 4000 FEET

FDC 4/744 PURSUANT TO FEDERAL AVIATION REGULATION  
91.91 TEMPORARY FLIGHT RESTRICTIONS ARE DESIGNATED  
FOR THE FLWG AIRSPACE WITHIN DESIGNATED AREA OF  
HILO/ITO/VORTAC 210 DEG RADIAL 30NM CLOCKWISE ARC  
TO 30NM ON THE HILO VORTAC 260 DEG RADIAL THENCE  
DRCT TO HILO VORTAC VIA THE 260 DEG RADIAL 1500  
FEET ABOVE GROUND LEVEL AND BELOW FOR FIXED WING  
AIRCRAFT AND 500 FEET ABOVE GROUND LEVEL AND BELOW  
FOR HELICOPTERS EXCLUSIVE OF THE HILO AIRPORT  
TRAFFIC AREA AND THAT PORTION OF R3103 NO PERSON  
MAY OPERATE AN AIRCRAFT WITHIN DESIGNATED AIRSPACE  
UNLESS AUTHORIZED BY PROVISIONS OF FAR 91.91.

FDC 4/783 FI/T /OGG/KAHULUI KAHULUI HI ILS RWY 2  
AMDT 17 ADD 2ND ALTERNATE MISSED APPROACH  
QUOTE OR WHEN DIRECTED BY ATC CLIMB TO 3000 ON  
LOC 024 NE COURSE THEN CLIMBING RIGHT TURN TO 5000  
VIA OGG LOC 204 NE COURSE AND LOC 204 SW COURSE TO  
CAMPS INT AND HOLD W LT 095 INBOUND UNQUOTE.

FDC 4/1010 FI/P AWY HI V15 BETWEEN SOUTH KAUAI HI  
VORTAC AND HONOLULU HI VORTAC MEA 5000 V13 BETWEEN  
LIHUE HI VORTAC AND KOKO HEAD HI VORTAC MEA 4000  
V2 BETWEEN SOUTH KAUAI HI VORTAC AND LIHUE HI  
VORTAC MEA 5000 LIHUE HI VORTAC AND MOREY HI FIX  
MEA 3000 SE END 4000 NW BND MOREY HI FIX AND BROMS  
HI FIX MEA 3000 MOCA 1200

FDC 4/1059 FI/P /LIH/LIHUE LIHUE HI. CORRECT U.S.  
GOVERNMENT FLT INFO PUB PACIFIC CHART SUPPLEMENT  
DEPARTURE PROCEDURES/TAKEOFF MINIMUMS TO READ AS  
FOLLOWS TAKEOFF MINIMUMS RWYS 3/17/35 STANDARD  
RWY 21 CAT A/B 1600-2. CAT C/D/E/ 2200-2 OR  
STANDARD WITH MINIMUM CLIMB OF 497 FT PER NM TO  
1800 CAT A/B AND 551 FT PER NM TO 2400 CAT C/D/E.  
RWY 21 WHEN SPECIAL IFR DEPARTURE USED 600-2 OR  
STANDARD WITH MINIMUM CLIMB OF 389 FT PER NM TO  
1000. IFR DEPARTURE PROCEDURE RWY 3 CLIMB RUNWAY  
HEADING TO 500 THEN CLIMBING RIGHT TURN AS CLEARED.  
RWY 21 IMMEDIATE CLIMBING LEFT TURN HEADING 120.  
THEN CLIMB AS CLEARED. RWY 35 CLIMBING RIGHT TURN  
TO 500 THEN CLIMB AS CLEARED. RWY 17 CLIMBING LEFT  
TURN TO 500 THEN CLIMB AS CLEARED. SPECIAL IFR  
DEPARTURE PROCEDURES. RWY 21 IMMEDIATE CLIMBING  
LEFT TURN. HEADING 120 TO LIH R-150. THEN AS  
CLEARED. TURN MUST BE STARTED PRIOR TO LIH 0.7 DME  
AND MAINTAINED AT OR WITHIN LIH 0.7 DME UNTIL  
HEADING 120 AND CROSSING LIH R-150 CAUTION

PRECIPITOUS TERRAIN TO 2297 FT IN SW QUADRANT FROM  
AIRPORT.

FDC 4/1281 FI/P AWY HI V7 MOANA INT. HI TO LANAI  
VORTAC HI DELETE PUBLISHED MOCA

FDC 3/2575 FI/T AWY V16-21 PEBLE INT TO MAKAI INT  
MEA 5000 FT AMSL

\*\*\* NORTHWEST \*\*\*

IDAHO

[NOTICES TO AIRMEN]

POCATELLO

POCATELLO MUNI ARPT ACTIVATE MALSR RWY 21 & ODALS  
RWY 3 119 1 (6/84)

[FDC NOTAMS]

FDC 3/696 FI/T /IDA/ FANNING FIELD IDAHO FALLS, ID  
ILS RWY 20 AMDT 4 TRML RTE DBS VORTAC TO UCONN LOM  
NA

FDC 3/1589 FI/T COE/CQEUR D ALENE AIR TERMINAL  
COEUR D ALENE ID ILS RWY 5 AMDT 1 ADD NOTE. GS  
UNUSABLE BELOW 2470

FDC 2/2801 FI/T /IDA/ FANNING FIELD IDAHO FALLS  
ID. LOC 8C RWY 2 AMDT 1 ADD NOTE..DISREGARD GLIDE  
SLOPE INDICATIONS.

FDC 1/1899 FI/T /TWF/ TWIN FALLS CITY-COUNTY ARPT  
JOSLIN FLD/ TWIN FALLS/ ID NDB RWY 25 AMDT 4/ ILS  
RWY 25 AMDT 5 WHEN TWF ATCT NOT IN OPN ALTN MINS  
NA.

MONTANA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/74 FI/T /HLN/HELENA REGIONAL HELENA MT.  
STANDARD INSTRUMENT DEPARTURE- STAKK ONE  
DEPARTURE/PILOT NAV/PROC NA FOR RWY 26 DEPARTURES.

FDC 4/995 FI/T /CTB/BUTBANK MUNI, BUTBANK, MT. VOR  
RWY 31 AMDT 11, WHEN CTB FSS CLOSED PROC AND ALTN  
MINS NA.

FDC 3/1583 FI/T /MSO/ MISSOULA COUNTY MISSOULA MT.  
ILS-1 RWY 11 AMDT 7 AND ILS-2 RWY 11 AMDT 3 GS  
UNUSBL BELOW 3500

FDC 3/1804 FI/T /BTM/ BERT MOONEY, BUTTE MT.  
LOC/DME RWY 15, AMDT 3. SI-15 AND CIRCLING VIS MINS  
2 1/2 MILES FOR CAT A AND B ALTN MINS 1500-3 FOR  
CAT A AND B.

FDC 3/2139 FI/T /SDY/ SIDNEY-RICHLAND MUNI SIDNEY  
MT. NDB/DME RWY 1 ORIG. PROC NA.

FDC 2/375 FI/T /GGW/ GLASGOW INTL, GLASGOW, MT. NDB  
RWY 12, AMDT 2 AND NDB RWY 30 AMDT 2 PROCS NA.

FDC 1/1898 FI/T /GTF/ GREAT FALLS INTL/ GREAT FALLS/ MT NDB Rwy 34 AMDT 13/ ILS Rwy 3 ORIG/ ILS Rwy 34 AMDT 17 WHEN GTF ATCT NOT IN OPN ALTN MINS NA

FDC 1/3193 FI/T /SBX/ SHELBY SHELBY MT NDB Rwy 23 AMDT 3 ALTN MIN NA WHEN CTB FSS CLSD

FDC 1/3199 FI/T /CTB/ CUT BANK MT VOR Rwy 31 AMDT 11 PROC NA WHEN CTB FSS CLSD EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING SERVICE

## OREGON

[NOTICES TO AIRMEN]

### PENDLETON

PENDLETON MUNI ARPT. ACTIVATE MALSR Rwy 25 & ODALS Rwy 07 118 7 (6/84) ILS Rwy 25 (I-PDT) MM CMSND EFFECTIVE 02 AUG 84 (6/84)

[FDC NOTAMS]

FDC 4/385 FI/T /BKE/BAKER MUNICIPAL, BAKER, OR VOR/DME Rwy 12, AMDT 9, PROCEDURE TURN NA

FDC 4/584 FI/T /TTD/PORTLAND-TROUTDALE/PORTLAND/OR IFR DEP PROC CHANGE NE-BOUND V448S TO NE-BOUND V468

FDC 4/1014 FI/T /PDX/PORTLAND INTERNATIONAL PORTLAND OR. LOC/DME Rwy 20 AMDT 3 PROC NA

FDC 3/242 FI/T /RDM/ ROBERTS FIELD REDMOND, OR ILS Rwy 22 ORIG TRML RTE R-346 RDM VORTAC CW TO LOC COURSE VIA RDM VORTAC 22 DME ARC ALT 7800

FDC 3/274 FI/T /MFR/ MEDFORD-JACKSON COUNTY MEDFORD, OR VOR/DME Rwy 14 ORIG SI MDA 2000/HAT 691 VIS 2400 RVR CAT A

FDC 3/1229 FI/T /DLS/ THE DALLES MUNI THE DALLES OR. VOR/ DME-A AMDT 2 MDA 1940/ HAA 1697 ALL CATS VIS CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3

FDC 3/1404 FI/T /RBG/ ROSEBURG MUNI ROSEBURG OR IFR DEPARTURE PROCEDURE CHANGE V287E TO V448 AND V23W TO V495

FDC 3/1671 FI/T /POX/ PORTLAND INTL PORTLAND OR LOC BC Rwy 10L AMDT 11. DISREGARD GS INDICATIONS

FDC 3/1968 FI/T /PDX/PORTLAND INTERNATIONAL, PORTLAND, OR VOR-A AMDT 6 CIRCLING CAT A MDA 860/HAA 834/VIS 1 CAT B MDA 900/HAA 874/ VIS 1 1/4, CAT C MDA 900/HAA 874/VIS 2 1/2, CAT D MDA 1140/HAA 1114/ VIS 3, DME MINIMA CAT C MDA 720/HAA 694/VIS 2, CAT D MDA 980/HAA 954/VIS 3. ALTN MINS 1200-3 PDX 6 DME FIX 860

FDC 3/1980 FI/T /EUG/ MAHLON SWEET FIELD EUGENE OR. VOR/DME OR TACAN Rwy 3 AMDT 2 SI MINS NA AT NIGHT WHEN ATCT CLOSED

FDC 3/2027 FI/T /AST/ PORT OF ASTORIA, ASTORIA OR VOR Rwy 13 AMDT 12 PROC NA.

FDC 2/2081 FI/T /PDT/ PENDLETON MUNI PENDLETON OR. ILS Rwy 25 AMDT 21. SI VIS 3/4 ALL CATS FAR 135 AUTH Rwy 25 3/4 MILE.

FDC 1/2136 FI/T /MFR/ MEDFORD-JACKSON COUNTY ARPT MEDFORD OR ILS Rwy 14 AMDT 10 AND LOC /DME BC-B AMDT 3 WHEN MFR ATCT NOT IN OPN ALTN MINS NA

FDC 1/2248 FI/T /PDT/ PENDLETON MUNI/ PENDLETON/ OR NDB-A AMDT 5/ ILS Rwy 25 AMDT 21 WHEN PDT ATCT NOT IN OPN ALTN MINS NA

FDC 1/2769 FI/T /LMT/ KINGSLEY FLD KLAMATH FALLS, OR VOR /DME Rwy 14 /TAC/ ORIG AND VOR /DME Rwy 32 /TAC/ ORIG CAT A AND B CIRCLING MDA 4980/HAA 888/VSBY 1 1/4 CAT C CIRCLING MDA 4980/HAA 888 VSBY 2 3/4

## WASHINGTON

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/59 FI/T /KLS/ KELSO-LONGVIEW AIRPORT, KELSO WA NDB-A AMDT 1 CIRCLING NA NE OF Rwy 11-29

FDC 4/380 FI/T /ELN/BOWERS FIELD, ELLENSBURG, WA IFR DEPARTURE PROCEDURE CHANGE S-BOUND V25/25W TO READ S-BOUND V25/V468 AND CHANGE W-BOUND V2/V25 TO W-BOUND V2/V187

FDC 4/382 FI/T /S44/ SPANAWAY, SPANAWAY, WA IFR DEPARTURE PROCEDURE CHANGE E-BOUND V4S TO E-BOUND V187

FDC 4/582 FI/T /60S/PEARSON AIRPARK, VANCOUVER/WA IFR DEP PROC CHANGE NE-BOUND V448S TO V468

FDC 4/583 FI/T /PSC/TRI-CITIES/PASCO/WA IFR DEP PROC CHANGE SE-BOUND V4N-V112W-V298 TO SE-BOUND V298 AND W-BOUND V298/ V298N TO W-BOUND V298/V204

FDC 4/640 FI/T /MWH/MOSES LAKE, WA VOR V448 RUBEL INT TO MWH VOR MEA 4000 NE-BOUND, 6000 SW-BOUND

FDC 4/1015 FI/T /BFI/BOEING FIELD/KING COUNTY INTL SEATTLE WA NDB-A AMDT 6 MINS CATS A/B MDA 900/HAA 883 VIS 11/4 CAT C MDA 900/HAA 883 VIS 23/4 MIN ALT AT MM 1540 VICE 1120 NDB-A AMDT 6 AND ILS Rwy 13R AMDT 22 ADD NOTE MAINTAIN 2300 OR ABOVE UNTIL ESTABLISHED OUTBOUND ON PROC TURN NDB-B AMDT 5 AND LOC BC Rwy 31L AMDT 8 MISSED APCH HOLDING ALT 2300 VICE 2200 TMPRY CRANE 1215 FT 3 9 NW OF ARPT DURATION APPROX 180 DAYS

FDC 4/1145 FI/T /SEA/SEATTLE-TACOMA INTL, SEATTLE, WA NDB Rwy 16L/R AMDT 3 TRML RTS PAE VOR TO PARKK LOM PROC TURN RQR AND MIN ALT 2300 VICE 2000 LOFAL INT TO PARKK LOM AN SEA VORTAC TO PARKK LOM MIN ALT 2300 VICE 2000 PROC TURN MIN ALT 2300 VICE 2000 NDB Rwy 34L/R AMDT 4 AND ILS Rwy 34R AMDT 8 MISSED APCH HOLDING ALT 2300 VICE 2000 VOR Rwy 16L/R AMDT 8 TRML RTS PAE VOR TO PARKK LOM PROC TURN RQRD AND MIN ALT 2300 VICE 2000 SEA VORTAC TO PARKK LOM MIN ALT 2300 VICE 2000 PROC TURN ALT 2300 VICE 2000 TMPRY CRANE 1215 FT 8 5 NW OF ARPT

FDC 4/1298 FI/T /BFI/BOEING FIELD/KING COUNTY INTL SEATTLE WA ILS Rwy 13R AMDT 22 MINIMUM ALTITUDE AT MM/I-BFI 3 4 DME 1000 VICE 960 LOC ONLY REASON. TMPRY 1215 FEET MSL CRANE 3.7 NM NNW Rwy 13R THR

FDC 4/1300 FI/T /SFF/FELTS FIELD SPOKANE WA VOR Rwy 3L ORIG SI VIS CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3. ALL CATS HAT 955 TDZ ELEV Rwy 3L 1945 NDB-B AMDT 1. VOR Rwy 3L ORIG VOR/DME-A AMDT 3 CIRCLING CAT-A MDA 3020 HAA 1067 VIS 1 1/4 CAT B MDA 3080 HAA 1127 VIS 1 1/2 CAT C/D MDA 3080 HAA 1127 VIS 3 ALTN MINS NDB-B VOR/DME-A AND VOR Rwy 3L 1200-3 RADAR-1 NA

FDC 3/426 FI/T /SEA/ SEATTLE WA VORTAC V-4 V-495  
SEA VORTAC TO LOFAL INT MEA 6000 V-4 LOFAL INT TO  
JAWBN INT MEA 7500 V-495 LOFAL INT TO DISCO INT MEA  
7500 V-267 PAE VOR TO LOFAL INT MEA 5000 WESTBOUND  
3000 EASTBOUND

FDC 3/545 FI/T /OLM/ VORTAC WA V165 LOATH INT TO  
OLM MEA 6000, V287 PDX VORTAC TO OLM MEA 6000, V23  
PDX VORTAC TO MCKEN INT MEA 6000, MALAY INT MRA  
9500

FDC 3/739 FI/T /BFI/ BOEING FIELD KING COUNTY INTL  
SEATTLE, WA LOC BC RWY 31L AMDT 8 MSA FROM SEA  
VORTAC 180-360 3400

FDC 3/740 FI/T /SEA/ SEATTLE-TAKOMA INTL SEATTLE,  
WA NDB RWY 16L/R AMDT 3 MSA FROM PARKK LOM 180-360  
4500 NDB 34R AMDT 4 ILS RWY 34R AMDT 8 MSA FROM  
DONDO LOM 180-360 3400 VOR RWY 16L/R AMDT 8 VOR  
RWY 34L/R AMDT 5 MSA FROM SEA VORTAC 180-360 3400

FDC 3/754 FI/T /OLM/ OLYMPIA OLYMPIA, WA VOR/DME  
RWY 35 AMDT 10 TRML RTE WINLO INT TO CETRA INT NA

FDC 3/1352 FI/T /S19/ FRIDAY HARBOR ARPT FRIDAY  
HARBOR WA. ASR ORIG MISSED APCH PROC CLIMBING RT  
TO 2000 VIA HEADING 130 FOR RADAR VECTORS.

FDC 3/1353 FI/T /76S/ OAK HARBOR AIR PARK OAK  
HARBOR WA. ASR RWY 25 ORIG MISSED APCH PROC  
CLIMBING LT TO 2000 VIA HEADING 150 FOR RADAR  
VECTORS

FDC 3/1408 FI/T /BFI/ BOEING FIELD/KING COUNTY  
INTL, SEATTLE, WA ILS RWY 13R, AMDT 22, TRML ROUTE  
PAINE VOR TO NDLLA LOM NA LOC UNUSBL BEYOND 20  
DEGS EAST OF I-BFI LOC CRS LOC BC RWY 31L AMDT 8,  
PROC TURN NA RADAR REQUIRED, LOC UNUSBL BEYOND 20  
DEGS EAST OF I-BFI LOC CRS

FDC 3/1670 FI/T /60S/ PEARSON AIRPARK VANCOUVER WA  
LDA BC RWY 8 AMDT 2 DISREGARD GS INDICATIONS

FDC 3/2007 FI/T /TIW/ TACOMA NARROWS TACOMA WA ILS  
RWY 17 AMDT 4 TERMINAL ROUTE CARRO INT TO SCENN  
OM/INT NA

FDC 3/2127 FI/T /MWH/ GRANT COUNTY, MOSES LAKE, WA  
VOR Y 3 AMDT 3 SI 3 MDA 1600/HAT 415 CAT A/B/C/D  
CAT C VIS 1 1/4

FDC 2/2714 FI/T /HQM/ BOWERMAN HOQUIAM, WA LOC RWY  
24 AMDT 1 VOR RWY 6 AMDT 12, VOR/DME RWY 24 AMDT  
3, NA WHEN HQM FSS CLSD

FDC 2/2725 FI/T /HQM/ HOQUIAM, WA. VORTAC THE  
FOLLOWING MEA IS EFFECTIVE WHEN HQM FSS CLSD V187  
OLM TO RINDS INT 5000 SOUTHWEST BOUND, USE OF V112  
HQM TO AST NA

FDC 2/2731 FI/T /MWH/ GRANT COUNTY AIRPORT/ MOSES  
LAKE, WA. RNAV RWY 21 AMDT 5 CHANGE TRML RTE BRG  
FROM EASEL WP TO MALEE WP TO 258 DEGS VICE 274  
DEGS

FDC 1/2989 FI/T /BFI/ BOEING FLD/ KING COUNTY INTL/  
SEATTLE WA NDB-A AMDT 6 ILS RWY 13R AMDT 22 LOC BC  
RWY 31L AMDT 8 WHEN BFI ATCT NOT IN OPN ALTN MINS  
NA.

#### WYOMING

[NOTICES TO AIRMEN]

#### GILLETTE

GILLETTE-CAMPBELL COUNTY ARPT CLSD TO AC  
OPERATIONS WITH MORE THAN 30 PASSENGER SEATS 1700-  
0800 LCL EXCEPT PPR CALL 307-686-1042 (6/84)

[FDC NOTAMS]

FDC 4/199 FI/T /RIW/RIVERTON REGIONAL, RIVERTON,  
WY ILS RWY 28 ORIG, VOR RWY 10 AMDT 7 VOR RWY 28  
AMDT 7 CHANGE NOTE PERTAINING TO ALSTG ONLY TO  
READ WHEN LOCAL ALSTG NOT AVBL USE LANDER ALSTG  
AND INCREASE ALL DHS AND MDAS 80 FT WHEN NEITHER  
AVBL PROC NA ACTIVATE HIRL RWY 10-28 DN UNICOM  
ALL OTHER NOTES REMAIN AS PUBLISHED

FDC 3/2304 FI/T /CYS/ CHEYENNE MUNI CHEYENNE WY  
ILS RWY 26 AMDT 30 TERMINAL ROUTES EGBER INT TO  
HORSE LOM AND CARRI INT TO CRIMS INT AND CRIMS INT  
TO COLLA INT NA

FDC 3/2457 FI/T /GCC/ GILLETTE-CAMPBELL COUNTY,  
GILLETTE, WY LOC RWY 33 AMDT 1 REDESIGNATED LOC  
RWY 34 AMDT 1, VOR RWY 15 AMDT 4 REDESIGNATED VOR  
RWY 16 AMDT 4

FDC 3/2630 FI/T /RIW/ RIVERTON REGIONAL, RIVERTON,  
WYOMING VOR RWY 10 AMDT 7, VOR RWY 28 AMDT 7 CAT  
A/B/C, CIRCLING HAA 455 CAT D CIRCLING MDA 6080 HAA  
555, VOR RWY 28 AMDT 7 S-28 HAT ALL CATS 324 TDZE  
RWY 28 5456

FDC 2/1451 FI/T /CYS/ CHEYENNE CHEYENNE WY, ILS RWY  
26 AMDT 30, WHEN ATCT CLSD SSALR BECOMES SALS AND  
THE FOLLOWING VIS MINS APPLY - S-ILS 26 CAT A /B /C  
/D 3/4 MILES S-LOC 26 CAT A /B /C 3/4 MILES CAT D  
1 MILE ALTN MINS NA.

FDC 1/1567 FI/T /CPR/ NATRONA COUNTY INTL/ CASPER  
WY ILS RWY 7 AMDT 21 SI CAT D NA

\*\*\* SOUTHWEST \*\*\*

#### ARIZONA

[NOTICES TO AIRMEN]

#### DOUGLAS

DOUGLAS VORTAC (DUG) MONITORED CONTINUOUS (6/84)

[FDC NOTAMS]

FDC 4/932 FI/T /CGZ/ CASA GRANDE MUNI, CASA GRANDE,  
AZ, VOR RWY 5 ORIG CHANGE MISSED APPROACH POINT  
TO 7.8 MILES AFTER CZG VORTAC OR AT CZG 7.8 DME,  
FAF TO MAP 7.8 NM

FDC 4/1054 FI/P /CGZ/CASA GRANDE MUNI, CASA GRANDE,  
AZ, ILS/DME RWY 5 ORIGINAL CHANGE NOTE TO READ:  
USE WILLIAMS AFB ALTIMETER SETTING WHEN NOT  
AVAILABLE USE PHOENIX ALTIMETER SETTING AND  
INCREASE ALL DH/MDA'S 60 FEET, THIS IS AMDT 1.

FDC 4/1055 FI/T /CGZ/CASA GRANDE MUNI, CASA GRANDE,  
AZ VOR RWY 5 ORIG, CHANGE MISSED APPROACH POINT  
TO 7.8 MILES AFTER CZG VORTAC OR AT CZG 7.8 DME,  
FAF TO MAP 7.8 NM, CHANGE NOTE TO READ: USE  
WILLIAMS AFB ALTIMETER SETTING WHEN NOT AVAILABLE  
USE PHOENIX ALTIMETER SETTING AND INCREASE ALL MDAS  
60 FEET.

FDC 4/1066 FLIGHT RESTRICTION 5 NAUTICAL MILE  
RADIUS OF THE CASA GRANDE/AZ VORTAC /CZG/057



DEGREE RADIAL AT 054 NAUTICAL MILES EFFECTIVE AT 1300 GMT MAY 16 1984 UFN PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL PHOENIX/AZ /PHX/ IS COORDINATING FLIGHT SERVICE STATION

FDC 3/1766 FI/T /FLG/ PULLIAM/ FLAGSTAFF/ AZ VOR/DME RWY 21 AMDT 1 PROC NA

FDC 2/2815 FI/T /FHU/ LIBBY AAF/SIERRA VISTA MUNI/ FORT HUACHUCA/ SIERRA VISTA, AZ NDB-B AMDT 1/VOR-A AMDT 1 WHEN LOCAL ALTM NOT AVAILABLE PROC NA

#### CALIFORNIA

[NOTICES TO AIRMEN]

#### EL MONTE

EL MONTE CTLZ HRS 0700-2100 LCL. (6/84)

#### LIVERMORE

LIVERMORE CTLZ HRS 0700-2100 LCL (6/84)

#### MONTEREY

MONTEREY CTLZ HRS 0600-2300 LCL (6/84)

#### OXNARD

OXNARD ARPT. RWY 07 THR DSPLCD 746 FT RWY 25 THR DSPLCD 1372 FT (6/84)

#### SAN DIEGO

SAN DIEGO INTL-LINDBERGH FLD. RWY 09 THR DSPLCD 693 FT RWY 27 THR DSPLCD 1799 FT RWY 13 THR DSPLCD 540 FT. RWY 31 THR DSPLCD 390 FT. (6/84)

[FDC NOTAMS]

FDC 4/87 FI/T /SAN/ SAN DIEGO INTL-LINDBERG FIELD, SAN DIEGO, CA. NDB RWY 27, ORIG PROCEDURE NA

FDC 4/164 FI/T /FAT/FRESNO AIR TERMINAL, FRESNO, CA. LOC BC RWY 11L, AMDT 4 SI VIS RVR 5000 CAT A,B AND C RVR 6000 CAT D.

FDC 4/189 FI/T /FAT/FRESNO AIR TERMINAL, FRESNO CA EFF 2300-0600 LCL DAILY NDB RWY 29R AMDT 20 SI 29R NA. CIRCLING CATS C/D NA. VOR RWY 11L AMDT 7. SI 11L NA. CIRCLING CATS C/D NA. ILS RWY 29R AMDT 26, LOC BC RWY 11L AMDT 4, HI-ILS 1 RWY 29R, HI-ILS 2 RWY 29R, HI-LOC BC RWY 11L, PROC NA.

FDC 4/298 FI/T /ACV/ARCATA, ARCATA-EUREKA CA. VOR/DME RWY 1 AMDT 4 ILS RWY 31 AMDT 24, VOR RWY 13 AMDT 5. CHANGE MISSED APCH ALT TO 3000 VICE 2000. NDB-A AMDT 5 MISSED APCH CLIMBING LEFT TURN TO 3000 VIA 294 BRG FROM CV LMM TO TRAIL INT AND HOLD NORTH RIGHT TURN 161 INBOUND

FDC 4/479 FI/T /TVL/SOUTH LAKE TAHOE SOUTH LAKE TAHOE CA LDA/DME RWY 18 AMDT 1 ALT 13000 VIS 12000 REND VORTAC TO KINGS INT. ACTIVATE MALSR AND MRL RWY 18-118.4. VOR/DME-A AMDT 1 ACTIVATE MALSR AND MRL RWY 18-118.4.

FDC 4/631 FI/T /SRF/HAMILTON FIELD SAN RAFAEL CA. DOD FLT INFO PUB/TERMINAL/VOR-A AMDT 3 COR MSA TO SGD VORTAC FROM 090-180 5000 FEET AND FROM 180-090 4000 FEET.

FDC 4/860 FI/T /SJC/SAN JOSE MUNI SAN JOSE CA LOC/DME RWY 30L AMDT 5 SI MDA 620 HAT 566 ALL CATEGORIES TMPRY CRANE 358 FT MSL 2 O SE

FDC 4/900 FI/T /ACV/ ARCATA ARCATA-EUREKA CA NDB-A AMDT 5 ILS RWY 31 AMDT 24 TERMINAL ROUTE TRIAL INT TO CV LMM 114 DEG/8 6 CHANGE NDB-A MISSED APCH BRG TO TRIAL INT TO 294

FDC 4/951 FI/T /AWY CA V442 CLIPP INT TO PKE VORTAC NA

FDC 4/1179 FI/T /ACV/ARCATA ARCATA-EUREKA CA VOR RWY 13 AMDT 5 CHANGE MAKE UP - WHEEL FIX TO FOT R-341/27 8

FDC 4/1225 FLIGHT RESTRICTION 5 NAUTICAL MILE RADIUS OF THE GORMAN/GMN/CA VORTAC 268 DEGREE RADIAL AT 016 NAUTICAL MILES PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTION ARE IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL. BAKERSFIELD /BFL/IS COORDINATING FLIGHT SERVICE STATION EFFECTIVE 282005-UFN

FDC 4/1315 FI/T /DOO/ALTURAS MUNI ALTURAS CA. NOB RWY 31 ORIG. ACTIVATE MRL RWY 13-31 /LIRL RWY 3-21/ REIL AND VASI RWY 31 UNICOM

FDC 4/1350 FI/P /SMO/SANTA MONICA MUNI SANTA MONICA CA VOR-A AMDT 6 CORRECT U S GOVERNMENT APCH AND LNDG CHART FINAL APCH COURSE TO 212 DEGREES

FDC 4/1353 FI/T /WVI/WATSONVILLE MUNI, WATSONVILLE CA. NDB-B ORIG. LOC RWY 1 AMDT 1 ACTIVATE MRL RWY 1-19, VASI RWY 19, REIL RWY 1 UNICOM

FDC 4/1356 FI/T /SAC/SACRAMENTO, CA. AWY V23W SAC VORTAC TO LODDI INT MEA 3000 V6S-V334 SAC VORTAC TO OAKY INT MEA 2500

FDC 4/1357 FI/T /SAC/SACRAMENTO, CA VORTAC V6S-V334 SAC VORTAC TO OAKY INT MEA 2500

FDC 4/1371 FI/T /O05/UNIVERSITY, DAVIS CA VOR RWY 16 ORIG MSA SUU VOR 25 NM R-065 CLKWS TO R-150 3000, R-150 CLKWS TO R-325 4900, R-325 CLKWS TO R-065 1700.

FDC 4/1373 FI/T /O45/NUT TREE, VACAVILLE CA VOR-A AMDT 2 MSA SAC VORTAC 25 NM R-310 CLKWS TO R-220 3000, R-220 CLKWS TO R-310 3900

FDC 4/1374 FI/T /SAC/SACRAMENTO EXECUTIVE, SACRAMENTO, CA VOR RWY 2 AMDT 8, NDB RWY 2 AMDT 8, ILS RWY 2 AMDT 21 MSA SAC VORTAC 25 NM R-310 CLKWS TO R-220 3000, R-220 CLKWS TO R-310 3900. VOR RWY 8 AMDT 8 MISSED APCH CLIMBING LEFT TURN TO 2000 HDG 240 THEN DIRECT SAC VORTAC AND HOLD S, RIGHT TURNS 016 INBOUND NDB RWY 2 AMDT 8 MISSED APCH CLIMBING LEFT TURN TO 2000 HDG 240 THEN DIRECT EXEC LOM AND HOLD S RIGHT TURNS 016 INBOUND. ILS RWY 2 AMDT 21 MISSED APCH CLIMB TO 500 THEN CLIMBING LEFT TURN TO 2000 HDG 240 THEN DIRECT SAC VORTAC OR EXEC LOM AND HOLD S RIGHT TURNS 016 INBOUND.

FDC 4/1379 FI/T /SMF/SACRAMENTO METROPOLITAN SACRAMENTO CA. NDB RWY 34 ORIG AND ILS RWY 34 AMDT 1/MSA HU LOM 25NM BRG 100 CLKWS TO 190-3000/BRG 190 CLKWS TO 280-4100/BRG 280 CLKWS TO 100-3200.

FDC 4/1412 FLIGHT RESTRICTION 1 NAUTICAL MILE RADIUS OF THE SANTA CATALINA CA. /SXC/VORTAC PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FT MEAN SEA LEVEL LOS ANGELES /LAX/IS COORDINATING FLIGHT SERVICE STATION

FDC 3/1093 FI/T /SLI/ LOS ALAMITOS AAF LOS ALAMITOS  
CA VOR OR TACAN RWY 22L AMDT 4 PROC AUTH FOR VOR  
ONLY

FDC 3/1947 FI/T /HAF/ HALF MOON BAY HALF MOON BAY  
CA. RNAV-A ORIG MDA 860 AND HAA 793 CAT A-B+C AND  
VIS CAT C 2 1/4

#### COLORADO

[NOTICES TO AIRMEN]

#### BURLINGTON

NO NOTICES THIS ISSUE

FDC 4/625 FI/T /CAG/CRAIG-MOFFAT CRAIG CO. VOR RWY  
25 AMDT 1 VOR/DME RWY 7 AMDT 1 PROCS NA

FDC 4/919 FI/T /FNL/FORT COLLINS-LOVELAND MUNI,  
FORT COLLINS (LOVELAND) CO NDB RWY 33 AMDT 2, ILS  
RWY 33 AMDT 3, VOR/DME-A AMDT 4, RNAV RWY 15 AMDT  
2, RNAV RWY 33 AMDT 3 LOCAL ALSTG NA

FDC 4/1161 FI/T /CEZ/CORTEZ-MONTEZUMA COUNTY CORTEZ  
CO VOR RWY 21 AMDT 4 CHANGE ALTN MINS TO STANDARD  
EXCEPT CAT D 900-3 ALTN MINS NA WHEN CORTEZ ALSTG  
NOT AVBL EXCEPT FOR OPERATORS WITH APPROVED WEATHER  
REPORTING SERVICE

FDC 4/1302 FI/T /AIRWAYS COLORADO V-95 GUNNISON CO  
VORTAC TO KIOWA CO VORTAC, MRA GUC TO COP GUC 50  
DME 16200.

FDC 4/1311 FI/T/DEN/STAPLETON INTL DENVER CO.  
LOC/DME BC RWY 17R AMDT 16 PROC NA.

FDC 3/1819 FI/T /APA/ ARAPAHOE COUNTY/ DENVER/ CO  
ILS RWY 34R AMDT 2/LOC/DME MINIMA/CIRCLING MDA 6420  
HAA 548 CATS A/B/C. RNAV RWY 28 AMDT 2/CIRCLING  
MDA 6420 HAA 548 CATS A/B/C. TMPRY 6103 MSL CRANE 1  
NM SOUTH OF ARPT.

#### NEVADA

[NOTICES TO AIRMEN]

#### TONOPAH

TONOPAH CTLZ HRS 0600-2100 LCL. (6/84)

[FDC NOTAMS]

FDC 4/84 FI/T /RNO/RENO CANNON INTL RENO NV RWY  
16/34 RENUMBERED 16R/34L. HI-ILS RWY 16 CHANGED TO  
HI-ILS RWY 16R. HI-LOC-1 RWY 16 CHANGED TO HI-LOC-1  
RWY 16R ADD RWY 16L-34R TO CAT E CIRCLING  
RESTRICTION. HI-LOC/DME BC-B ADD RWY 16L/34R TO CAT  
E CIRCLING RESTRICTION.

FDC 4/1002 FI/T /EKO/ELKO MUNI-J.C. HARRIS  
FIELD/ELKO/NV, LDA/DME RWY 23 ORIG PROCEDURE NA.

FDC 4/1051 FI/P /EKO/ELKO MUNI-J.C. HARRIS FIELD,  
ELKO, NV, VOR/DME-B AMDT 1. ADD NOTE - DESCEND IN  
HOLDING PATTERN TO 11000 BEFORE COMMENCING  
PROCEDURE TURN. THIS BECOMES AMDT 2.

FDC 3/212 FI/T /LWL/ HARRIET FLD WELLS, NV. VOR RWY  
8 AMDT 1 PROC NA.

#### UTAH

[NOTICES TO AIRMEN]

#### VERNAL

VERNAL VOR (VEL) DME CMSND EFFECTIVE 30 AUGUST 84  
(6/84)

[FDC NOTAMS]

FDC 4/184 FI/T /BMC/BRIGHAM CITY BRIGHAM CITY UT  
NDB RWY 34 AMDT 3 ACTIVATE REIL RWY 34 AND MRL RWY  
16-34 UNICOM

FDC 4/697 FI/T /PVU/PROVO MUNI, PROVO UT. ILS RWY  
13 AMDT 1 SI-ILS VIS 1 MI ALL CATS SI-LOC VIS 1 MI  
CATS A,B, AND C. DIKE 4519 MSL 450 FT WNW THLD RWY  
13

FDC 4/1368 FLIGHT RESTRICTION 5 NAUTICAL MILE  
RADIUS OF THE DELTA UT /DTA/VORTAC 285 DEGREE  
RADIAL AT 020 NAUTICAL MILES PURSUANT TO FEDERAL  
AVIATION REGULATION 91.91 TEMPORARY FLIGHT  
RESTRICTIONS ARE IN EFFECT SURFACE TO 10000 FEET  
MEAN SEA LEVEL, SALT LAKE CITY UT. /SLC/IS  
COORDINATING FLIGHT SERVICE STATION

FDC 3/2045 FI/T /BCE/ BRYCE CANYON, BRYCE CANYON  
UT TAKEOFF MINIMUMS AND DEPARTURE PROCEDURE RWY  
21 400-1; RWY 3 500-1, AIR CARRIER REDUCTION NOT  
AUTHORIZED RWY 21 RIGHT TURN, RWY 3 LEFT TURN,  
CLIMBING DIRECT TO BCE VORTAC CONTINUE CLIMB IN  
BCE HOLDING PATTERN WEST, LEFT TURN, R-264 INBOUND  
TO MEA FOR ASSIGNED AIRWAY THIS DEPARTURE  
REQUIRES A CLIMB OF 242 FEET PER NM TO 10,000 FEET.

FDC 2/854 FI/T /MLF/ MILFORD MUNI MILFORD /UT VOR-  
A ORIG PROC NA AT NIGHT

FDC 2/2583 FI/T /ENV/ WENDOVER WENDOVER, UT  
VOR/DME OR TACAN-A AMDT 1 PROC NA

\*\*\* NORTH CENTRAL \*\*\*

#### IOWA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/974 FI/T /IOW/IOWA CITY MUNI, IOWA CITY, IA  
RNAV RWY 24 ORIG SI-24 ALL CATS MDH 1180/HAT 522.  
CAT C VIS 1 1/2. CAT D VIS 1 3/4. CIRCLING CATS  
A/B MDA 1240/HAA 579 VOR RWY 35 AMDT 9 CIRCLING  
CAT A/B MDA 1240/HAA 579 - NDB RWY 6 ORIG. NDB/VOR  
MINS CIRCLING CATS A/B MDA 1240/HAA 579 - NDB RWY  
30 ORIG SI-30 ALL CATS MDA 1180/HAT 523, CAT C VIS  
1 1/2, CAT D VIS 1 3/4. CIRCLING CATS A/B MDA  
1240/HAA 579. TKOF MINS RWY 35 300-1 REQUIRED.  
REASON - TMPRY 928 MSL CRANE 3100 NORTH OF RWY 17.

FDC 4/1038 FI/T /MIW/MARSHALLTOWN MUNI MARSHALLTOWN  
IA. VOR RWY 30 AMDT 5 DUAL VOR MINS NA.

FDC 4/1084 FI/T /CWI/ CLINTON MUNI CLINTON IA. NDB  
RWY 3 AMDT 2 SI RWY 3 MINS MDA 1160/HAT 461 ALL  
CATS VIS CAT D 11/2.

FDC 3/2495 FI/T /AMW/ AMES MUNI AMES IA LOC RWY 31  
AMDT 2. NDB RWY 31 AMDT 8 CAT A/B SI-31 VIS 1 MILE  
ADD NOTE - INOP TABLE DOES NOT APPLY TO MALS VOR  
RWY 31 AMDT 7 CAT A SI-31 VIS 1 MILE ADD NOTE.  
INOP TABLE DOES NOT APPLY TO MALS

FDC 3/2536 FI/T /6C5/ INDEPENDENCE MUNI  
INDEPENDENCE IA NDB RWY 17 ORIG PROC NA AT  
NIGHT

#### KANSAS

[NOTICES TO AIRMEN]

#### HILL CITY

HILL CITY MUNI ARPT RWY 17/35 NOW 4560 FT BY 150  
FT (6/84)

#### KANSAS CITY

FAIRFAX MUNI ARPT RWY 35 THR DSPLCD 573 FT  
(6/84)

#### PITTSBURG

ATKINSON MUNI ARPT ACTIVATE MRL RWY 16/34 122 B  
(6/84)

#### TOPEKA

PHILIP BILLARD MUNI ARPT. WHEN ATCT CLSD ACTIVATE  
ALS RWY 13 VASI RWY 17, 31 & 35. REIL RWY 31 AND TO  
INCREASE MRL TO MEDIUM INTSTY RWY 04/22 & 17/35  
118 7 (6/84)

[FDC NOTAMS]

FDC 4/49 FI/T /GLD/ RENNER FIELD/ GOODLAND MUNI/  
GOODLAND KS NDB RWY 30 AMDT 5/ VOR RWY 30 AMDT  
6/VOR/DME RWY 30 AMDT 4/ALTN MINS NA ACTIVATE  
MALSR RWY 30 - 123.6 WHEN GOODLAND FSS CLOSED. ILS  
RWY 30 AMDT 1 ILS AND LOC ALTN MINS NA ACTIVATE  
MALSR RWY 30 - 123.6 WHEN GOODLAND FSS CLOSED RNAV  
RWY 12 AMDT 3 ACTIVATE MALSR RWY 30 - 123.6 WHEN  
GOODLAND FSS CLOSED

FDC 4/318 FI/T /SLN/SALINA MUNI/SALINA/KS. NDB RWY  
35 AMDT 13/ILS RWY 35 AMDT 16/VOR RWY 17 AMDT  
15/RNAV RWY 17 AMDT 8 CAT D AND E CIRCLING NA SW OF  
RWY 12-30

FDC 4/881 FI/T /KCK/FAIRFAX MUNI KANSAS CITY KS LOC  
RWY 35 .AMENDMENT 1 STRAIGHT-IN MDA ALL  
CATEGORIES 1240. HAA 497

FDC 4/1101 FI/T /FOF/FORBES FIELD TOPEKA KS. NDB  
RWY 31 AMDT 5 ILS RWY 31 AMDT 6 MISSED APCH ALT  
3100

FDC 4/1160 FI/T /KCK/FAIRFAX MUNI KANSAS CITY KS  
LOC-E AMDT 1 LOC RWY 35 AMDT 1 VOR-D AMDT 6 VOR RWY  
17 AMDT 12 RNAV-C AMDT 6 CHANGE CIRCLING NOTES TO  
READ...CIRCLING NOT AUTHORIZED EAST OF RWY 17/35

FDC 4/1399 FI/P /1K2/CLAY CENTER MUNI, CLAY CENTER,  
KS. NDB RWY 35 ORIG/AL-6766/CORRECT U.S GOVT  
CHART U S NORTH CENTRAL VOL-2 PAGE 58 DEPICT -T-  
SYMBOL TO INDICATE IFR TAKE-OFF MINS AND DEP PROCS  
EXIST.

FDC 3/145 FI/ AWY KS. V216 ORION INT TO HILL CITY  
VOR MEA 6300 WHEN GOODLAND FSS CLSD.

FDC 3/227 FI/T AWY/ KS V132 GOODLAND /GLD/ VORTAC  
TO ORION INT MEA 10000 WHEN GOODLAND FSS CLSD

FDC 3/447 FI/T /TOP/ PHILIP BILLARD MUNI TOPEKA.  
KS NDB RWY 13 AMDT 26 ILS RWY 13 AMDT 27 MIN ALT  
DIETS INT TO BILDY LOM 3500

FDC 3/1574 FI/T /LBL/ LIBERAL MUNI LIBERAL KS RNAV  
RWY 12 AMDT 3 SI MDA ALL CATS 3360 HAT 473 SI  
VIS CAT C 1 1/4 CAT D 1 1/2 HORIZONTAL DSTC MDA  
TO MAP ON GS 1 4 NM CIRCLING MDA CATS A/B/C 3360.  
HAA 473 WHEN USING GARDEN CITY ALSTG ALL CIRCLING  
MDAS BECOME 3620 VOR RWY 3 AMDT 1 DME SI MDA ALL  
CATS 3300. HAT 417 DME SI VIS CAT C 1 1/4 DME  
CIRCLING MDA CATS A/B/C 3360. HAA 473 VOR/DME RWY  
17 AMDT 2 SI MDA ALL CATS 3300. HAT 425 SI VIS  
CAT C 1 1/4 CIRCLING MDA CATS A/B/C 3360. HAA 472  
WHEN USING GARDEN CITY ALSTG ALL CIRCLING MDAS  
BECOME 3600 VOR RWY 35 AMDT 10 SI MDA ALL CATS  
3340. HAT 466 SI VIS CAT C 3/4 DELETE INOP TABLE  
NOTE CIRCLING MDA CATS A/B/C 3360. HAA 473 WHEN  
USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME  
3600 ILS RWY 35 AMDT 2 SI LOC MDA ALL CATS 3260  
HAT 386 CIRCLING MDA CATS A/B/C 3360. HAA 473 WHEN  
USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME  
3600 VOR/DME RWY 35 AMDT 2 SI MDA ALL CATS 3300.  
HAT 426 SI VIS CAT C 3/4. CAT D SI 35 VIS  
INCREASED 1/4 MILE FOR INOP MALSR. CIRCLING MDA  
CATS A/B/C 3360. HAA 473 WHEN USING GARDEN CITY  
ALSTG ALL CIRCLING MDAS BECOME 3600 RSN: TEMP OIL  
RIG LOCATED 7100 FT SOUTH RWY 35

FDC 2/1261 FI/T /FSK/ FORT SCOTT MUNI FORT SCOTT  
KS NDB RWY 17 AMDT 6 CHANGE NOTE USE CHANUTE  
ALSTG WHEN NOT AVAILABLE USE JOPLIN ALSTG AND ALL  
MDAS BECOME 1640 FT

FDC 2/1263 FI/T /2K7/ NEODESHA MUNI NEODESHA KS  
VOR RWY 2 ORIG CHANGE NOTE TO USE CHANUTE ALSTG  
WHEN NOT AVAILABLE USE JOPLIN ALSTG AND INCREASE  
ALL MDAS 200 FT

#### MINNESOTA

[NOTICES TO AIRMEN]

#### GRAND RAPIDS

GRAND RAPIDS ITASCA COUNTY ARPT. RWY 34 MALSR &  
VASI CMSND. (6/84)

#### ST PAUL

LAKE ELMO ARPT RWY 13/31 NOW 2850 FT BY 75 FT  
(6/84)

ST PAUL DOWNTOWN HOLMAN FLD. RWY 34 THR DSPLCD 425  
FT. (6/84)

[FDC NOTAMS]

FDC 4/1045 FI/T /RAD/WARROAD INTL-SWEDE CARLSON  
FIELD WARROAD MN NDB RWY 31 AMDT 1 SI-31 VIS CAT C  
11/2 MDA 1620/ HAT 547 CAT A/B/C CIRCLING MDA  
1620/HAA 546 CAT A/B/C NOTE. WHEN LOCAL  
ALTIMETER NOT AVAILABLE USE KENDRA ALSTG AND  
INCREASE ALL MDA/S 300

FDC 4/1123 FI/T /BRD/BRAINERD-CROW WING  
COUNTY/WALTER F. WIELAND FIELD BRAINERD MN ILS RWY  
23 ORIGINAL DME REQUIRED FOR ALTERNATE MINIMUMS

FDC 4/1128 FLIGHT RESTRICTION 6 NMR OF ELY MN.  
/ELO/VOR PURSUANT TO FEDERAL AVIATION REGULATION  
91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT  
SURFACE TO 5000 FEET MEAN SEA LEVEL. HIBBING MN  
/HIB/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 4/1347 FI/P /RAD/WARROAD INTL-SWEDE CARLSON  
FIELD WARROAD MN NDB RWY 31 AMDT 1 CORRECT U S  
GOVT CHART /AL-6518/ NORTH CENTRAL VOL-1 EFF 7 JUN  
1984 CHG SI MDA 1540/HAT 447 CATS B/C CIRCLING  
MDA 1540/HAA 466 CATS B/C

FDC 3/2099 FI/T /MKT/ MANKATO MUNI MANKATO MN LOC  
RWY 33 ORIGINAL VOR RWY 15 AMDT 3 VOR RWY 33 AMDT 4  
VOR/DME RWY 15 ORIGINAL VOR/DME RWY 33 ORIGINAL  
ADD NOTE- ACTIVATE MRL RWYS 15-33, 4-22 MALSR RWY  
33 VASI RWY 15 33 4 AND 22 REILS RWYS 15 4 AND 22 -  
UNICOM

FDC 2/1250 FI/T /RST/ROCHESTER MUNI ROCHESTER MN  
ILS RWY 13 AMDT 2/ILS RWY 31 AMDT 17 WHEN ATCT NOT  
IN OPN ALTN MINS NA

#### MISSOURI

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/242 FI/T /COU/COLUMBIA REGIONAL COLUMBIA MO  
LOC BC RWY 20 AMDT 7 TRANSITION FROM TIGER VOR AND  
RAPPE INT TO CATTL INT NA

FDC 4/874 FI/T /4K3/LEXINGTON MUNI LEXINGTON MO VOR  
RWY 22 ORIG DME RORD

FDC 4/985 FI/T /9K4/SKYHAVEN WARRENSBURG MO VOR  
RWY 13 AMDT 2 VOR RWY 18 ORIG AND RNAV RWY 18 ORIG  
PROCEDURES NA AT NIGHT.

FDC 4/1100 FI/T /9K4/ SKYHAVEN WARRENSBURG MO VOR  
RWY 13 AMDT 2 DME RORD

FDC 4/1175 FI/T /K02/PERRYVILLE MUNI PERRYVILLE MO  
RNAV RWY 19 ORIG SI MDA 1140/HAT 770 ALL CATS..VIS  
CAT C 2 1/4 CAT D 2 1/2 CIRCLING MDA 1140/HAA 770  
ALL CATS. VIS CAT C 2 1/4 CAT D 2 1/2

FDC 4/1301 FI/T /84K/CLINTON MEMORIAL, CLINTON, MO  
NDB RWY 4 AMDT 3, NDB RWY 22 AMDT 4, PROCS NA

FDC 4/1324 FI/T /STL/LAMBERT-ST LOUIS INTL, ST  
LOUIS, MO RNAV RWY 30L AMDT 10, SI MDA 1060/HAT  
476 ALL CATS, VIS CAT E RVR 6000 ILS RWY 30L AMDT  
9, ILS RWY 30R AMDT 2, ILS RWY 24 AMDT 40, ILS RWY  
12R AMDT 15, VOR OR TACAN RWY 12L AMDT 10, VOR OR  
TACAN RWY 12R AMDT 20, RNAV RWY 6 ORIG, RNAV RWY  
30L AMDT 10, NDB RWY 24 AMDT 35, NDB RWY 12R AMDT  
10, CIRCLING MDA CATS A/B/C 1100/HAA 495  
REASON.. TMPRY 797 FT. MSL CRANE 5 NM SOUTH OF  
ARPT.

FDC 3/260 FI/T /VIH/ROLLA NATIONAL ROLLA/VICHY,  
MO. VOR RWY 22 AMDT 6 VOR/DME RWY 4 AMDT 1. RNAV  
RWY 22 AMDT 1 ALTN MINS NA ADD NOTE- USE VICHY  
ALSTG WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND  
INCREASE ALL MDA/S 200 FT.

FDC 3/1429 FI/T /CGI/ CAPE GIRARDEAU MUNI CAPE  
GIRARDEAU MO. NDB RWY 10 AMDT 6, ILS RWY 10 AMDT 7  
TRML ROUTE FROM DUEAS INT TO CG LOW ALT 3300 FEET

FDC 3/2445 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD  
MO. NDB RWY 32 AMDT 3 LOC RWY 14 AMDT 4 VOR RWY 14  
AMDT 3 VOR RWY 32 AMDT 3 CHANGE NOTE TO READ-  
ACTIVATE HIRL 14-32 MALS AND VASI RWY 14 AND RWY 32  
125.4.

FDC 2/1260 FI/T /K15/ LINN CREEK-GRAND GLAIZE  
MEMORIAL DSAGE BEACH MO VOR RWY 32 AMDT 1 CHANGE  
NOTE TO OBTAIN LOCAL ALSTG FROM LEE C. FINE  
MEMORIAL AIRPORT ON UNICOM 122 8 WHEN NOT AVAILABLE  
USE COLUMBIA ALSTG AND INCREASE ALL MDA /S 220 FT.

FDC 2/1264 FI/T /K07/ ROLLA DOWNTOWN ROLLA MO VOR  
/DME-A AMDT 1 CHANGE NOTE TO USE VICHY ALSTG WHEN  
NOT AVBL USE COLUMBIA ALSTG AND INCREASE ALL MDAS  
220 FT

FDC 2/1302 FI/T /H74/ CABOOL MEMORIAL CABOOL MO  
NDB RWY 3 ORIG/ VOR /DME RWY 21 ORIG /NDB RWY 21  
ORIG/ CHANGE NOTE . USE FORNEY AAF ALSTG WHEN NOT  
AVAILABLE USE SPRINGFIELD ALSTG AND INCREASE ALL  
MDAS 140 FT

FDC 2/1317 FI/T /AIZ/ LEE C FINE MEMORIAL /KAISER  
/LAKE OZARK MO NDB RWY 21 AMDT 3 CHANGE NOTE  
TO. OBTAIN LOCAL ALSTG ON UNICOM 122 8 WHEN NOT  
AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDAS  
AND STEPDOWN FIX ALTS 220 FT VOR RWY 3 AMDT 1  
CHANGE NOTE TO. OBTAIN LOCAL ALSTG ON UNICOM  
122 8 WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND  
INCREASE ALL MDAS 200 FT ADD NOTE ALTN MINS NA  
WHEN VICHY FSS CLOSED

#### NEBRASKA

[NOTICES TO AIRMEN]

#### NORFOLK

NORFOLK VOR (OFK) VOR UNUSABLE BEYOND 35 NM BELOW  
3000 FT. 200-230 BEYOND 35 NM BELOW 3400 FT.  
(6/84)

[FDC NOTAMS]

FDC 4/369 FI/T /OFK/KARL STEFAN MEMORIAL, NORFOLK,  
NE ILS RWY 1 ORIG, SI LOC AND CIRCLING MINS ONLY  
AUTHORIZED.

FDC 4/1164 FI/T /BIE/BEATRICE MUNI BEATRICE NE. VOR  
RWY 35 ORIG DUAL VOR MINS AND DULSE INT NA

FDC 3/808 FI/T /GTE/ QUINN FIELD GOTHENBURG, NE.  
NDB RWY 32 AMDT 1 SI MINS NA AT NIGHT.

#### NORTH DAKOTA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

#### VALLEY CITY

VALLEY CITY NDB (VCY) CMSND IFR USE EFFECTIVE 30  
AUG 84 (6/84)

[FDC NOTAMS]

FDC 4/831 FI/T /DIK/DICKINSON MUNI DICKINSON ND  
RNAV RWY 14 ORIG RNAV RWY 32 ORIG VOR-A. ORIG  
PROCS NA WHEN DIK FSS CLSD.

FDC 4/1192 FI/T /MOT/MINOT INTERNATIONAL MINOT ND.  
LOC BC RWY 13 AMDT 5. PROC NA.

FDC 4/1253 OMEGA STATION NORTH DAKOTA WILL BE OFF  
AIR FOR MAINTENANCE INTERMITTENTLY FROM 101300Z  
UNTIL 182100Z JULY, CONTINUOUSLY FROM 231300Z UNTIL

272100Z JULY, AND INTERMITTENTLY FROM 272100Z UNTIL  
012100Z JULY 1984

FDC 4/1260 FI/T /DVL/DEVILS LAKE MUNI DEVILS LAKE  
ND VOR RWY 13 AMDT 5, VOR RWY 31 AMDT 2 WHEN  
LOCAL ALTIMETER SETTING NOT AVAILABLE USE GRAND  
FORK ALTIMETER SETTING AND INCREASE ALL MDAS 340  
FEET

FDC 3/1824 FI/T /Y36/ MOHALL MUNI MOHALL ND  
VOR/DME RWY 31 ORIG ACTIVATE LIRL RWY 13-31 -  
UNICOM

#### SOUTH DAKOTA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/668 FI/T /PHP/PHILIP/PHILIP/SD VOR-A AMDT 8  
MSA FROM PEP VORTAC 4400

FDC 4/844 FI/T/ABR/ABERDEEN REGIONAL ABERDEEN SD  
VOR RWY 31 AMDT 16 SI RWY 31 MDA 1660/HAT 360 ALL  
CATS CAT D SI - RWY 31 VIS INCREASED 1/4 MILE FOR  
INOP MALSR

FDC 4/849 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD ILS  
RWY 35 AMDT 5 PROCEDURE TURN REMAIN WITHIN 10NM OF  
LIRL LOM

FDC 4/861 FI/T /ABR/ABERDEEN REGIONAL, ABERDEEN SD  
NDB RWY 31, AMDT 6, VIS CAT A AND B 1, C AND D 1  
1/4 INOP TABLE DOES NOT APPLY AIR CARRIER  
LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA ILS  
RWY 31, AMDT 7, S-ILS 31 DH 1550/HAT 250 VIS 1 ALL  
CATS S-LOC 31, VIS CAT A,B AND C 1, CAT D 1 1/4  
INOP TABLE DOES NOT APPLY AIR CARRIER LANDING VIS  
REDUCTION FOR LOCAL CONDITIONS NA VOR RWY 31,  
AMDT 16, VIS CAT A,B, AND C 1, CAT D 1 1/4 INOP  
TABLE DOES NOT APPLY AIR CARRIER LANDING VIS  
REDUCTION FOR LOCAL CONDITIONS NA LOC/DME BC RWY  
13, AMDT 5, VOR/DME OR TACAN RWY 13, AMDT 8 AIR  
CARRIER LANDING VIS REDUCTION BELOW 3/4 MILE FOR  
LOCAL CONDITIONS NA

FDC 4/1180 FI/T /YKN/CHAN GURNEY MUNI YANKTON SD  
VOR RWY 13 AMDT 4 FM MINIMA NA

FDC 4/1280 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD  
NDB RWY 35 AMDT 3 ILS RWY 35 AMDT 5 LOC/DME BC RWY  
17 AMDT 4 VOR RWY 17/TAC/AMDT 11 VOR/DME OR TACAN  
RWY 35 AMDT 7 WHEN WATERTOWN FSS IS CLSD /A/  
ALTN MINS NA /B/USE HURON ALSTG AND INCREASE ALL  
DHS/MDAS 260 FT /C/ACTIVATE MALSR RWY 35 HIRL RWY  
17/35 MRL RWY 12/30 REIL AND VASI RWYS 12, 17,30 -  
123 G

FDC 4/1309 FI/T /BKX/BROOKINGS MUNI/BROOKINGS/SD  
VOR RWY 12 AMDT 4/VOR RWY 30 AMDT 3 WHEN WATERTOWN  
ALSTG IS NOT AVAILABLE EXCEPT VOR OPERATORS WITH  
APVD WEA REPORTING SVC PROCS NA

FDC 4/1349 FI/P /PIR/PIERRE MUNI PIERRE SD ILS RWY  
31 AMDT 6 CORRECT U.S. GOVT CHART /AL-324/NORTH  
CENTRAL VOL-1 EFF 7 JUN 1984 PLAN VIEW CHANGE 7.5  
DME FIX AT CANNI INT/OM FROM THE I-PIR LOC/DME VICE  
THE PIR VORTAC

FDC 4/1355 FI/T /PIR/PIERRE MUNI, PIERRE, SD VOR  
RWY 25/TAC/, AMDT 14, DME MINIMA NA, CIRCLING CAT A  
MDA 2180 HAA 438, CAT B AND C MDA 2240 HAA 498  
VOR/DME OR TACAN RWY 7 AMDT 2, SI-7 MDA 2140 HAT

398 ALL CAT, CAT D VIS 1 1/4 CAT E VIS 1 1/2  
CIRCLING CAT A MDA 2180 HAA 438, CAT B AND C MDA  
2240 HAA 498

\*\*\* SOUTH CENTRAL \*\*\*

#### ARKANSAS

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/373 FI/T /ELD/GOODWIN FIELD EL DORADO AR  
LOC RWY 22 AMDT 2 MISSED APPROACH PROCEDURE-CLIMB  
TO 2000 VIA 226 HEADING WITHIN 15 MILES EXPECT  
RADAR VECTOR

FDC 4/1334 FI/T/M36/FRANK FEDERER MEM BRINKLEY AR  
NDB RWY 20 AMDT 2 MSA 25 NM BKZ NDB 2100

FDC 4/1351 FI/P /HKA/BLYTHEVILLE MUNI BLYTHEVILLE  
AR NDB-A AMDT 2 CHANGE DIRECTION OF PROCEDURE TURN  
TO RIGHT SIDE OF CRS 002 OUTBOUND THIS IS AMDT  
3

#### LOUISIANA

[NOTICES TO AIRMEN]

#### HOUMA

HOUMA-TERREBONNE ARPT ACTIVATE MRL RWY 12/30 &  
REIL RWY 12 122.95 ACTIVATE MRL RWY 18/36 &  
MALSR RWY 18 125.3 (6/84)

[FDC NOTAMS]

FDC 4/781 FI/T /MSY/NEW ORLEANS INTL/MOISANT FIELD/  
NEW ORLEANS, LA NDB RWY 10 AMDT 21 ILS RWY 1 AMDT  
11 ILS RWY 28 AMDT 1, LOC BC RWY 19 AMDT 8 ADD  
ALTERNATE MISSED APPROACH WHEN DIRECTED BY ATC,  
CLIMB TO 2000 ON RUNWAY HEADING

FDC 4/886 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES  
LA NDB RWY 15 AMDT 16 ILS RWY 15 AMDT 17 LOC BC  
RWY 33 AMDT 14 VOR A AMDT 10 VOR/DME B AMDT  
5. RNAV RWY 23 AMDT 1. RADAR 1 AMDT 2 CIRCLING  
MDA 500 HAA 484 CATS A/B/C TEMPORARY OIL RIG 181  
MSL 1 NM EAST OF RWY 33

FDC 4/887 FI/T /4RO/MC FILLER AIRPARK LAKE CHARLES  
LA VOR C ORIG CIRCLING MDA 500 HAA 483 CATS A/B  
TEMPORARY OIL RIG 181 MSL 1.5 NM SW OF RWY

FDC 4/889 FI/T /HUM/HOUMA-TERREBONNE, HOUMA, LA  
RWY 17-35 NOW RWY 18-36 NDB RWY 17 AMDT 1 NOW NDB  
RWY 18 AMDT 1 SI VIS 3/4 CATS A/B/C, 1 1/4 CAT D  
CHANGE MISSED APPROACH TO READ CLIMB TO 1000 THEN  
CLIMBING LEFT TURN TO 1800 VIA TBD R-118 TO  
BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE  
NOTES TO WHEN CONTROL TOWER CLSD. 1 OBTAIN  
ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT  
AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD)  
ALSTG AND INCREASE ALL MDAS 140 FEET 2. ACTIVATE  
MALSR RWY 18 125.3, ACTIVATE MRL RWY 12-30 AND  
REIL RWY 12 122.95. ILS RWY 17 ORIG NOW ILS RWY 18  
ORIG SI ILS VIS 1/2 ALL CATS SI LOC VIS 1/2 CATS  
A/B/C, 3/4 CAT D. CAT D S-LOC 18 VISIBILITY  
INCREASE 1/4 MILE FOR INOPERATIVE MALSR CHANGE

MISSED APPROACH TO READ CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE NOTES TO WHEN CONTROL TOWER CLSD 1 OBTAIN ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVAILABLE, USE NEW ORLEANS INTL (MOISANT FIELD) ALSTG AND INCREASE ALL MDAS/ DHS 140 FEET 2 ACTIVATE MALSR RWY 18 125.3 ACTIVATE MRL RWY 12-30 AND REIL RWY 12 122.95 RNAV RWY 17 AMDT 1 NOW RNAV RWY 18 AMDT 1 SI VIS 1/2 CATS A/B, 1 CAT C, A 1/4 CAT D CHANGE MISSED APPROACH TO READ CLIMB TO 1000 THEN LEFT CLIMBING TURN TO 1800 VIA TND R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE NOTES TO WHEN CONTROL TOWER CLOSED, 1 OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVBL USE NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING AND INCREASE ALL MDAS 140 FEET 2 ACTIVATE MALSR RWY 18 125.3 ACTIVATE MRL RWY 12-30 AND REIL RWY 12 122.95 VOR RWY 12 AMDT 1 CHANGE MISSED APPROACH TO READ CLIMB TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND CHANGE NOTES TO WHEN CONTROL TOWER CLSD 1 OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING AND INCREASE ALL MDAS 140 FEET 2 ACTIVATE MALSR RWY 18 125.3 ACTIVATE MRL RWY 12-30 AND REIL RWY 12 122.95 RNAV RWY 35 AMDT 1 NOW RNAV RWY 36 AMDT 1, AND VOR/DME RWY 30 AMDT 8 CHANGE MISSED APPROACH TO READ: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND, CHANGE NOTES TO WHEN CONTROL TOWER CLOSED 1 OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD) ALSTG AND INCREASE ALL MDAS 140 FEET 2, ACTIVATE MALSR RWY 18 125.3, ACTIVATE MRL RWY 12-30 AND REIL RWY 12 122.95 COPTER VOR/DME 117 DEGREE ORIG DELETE NOTE ACTIVATE CDALS RWY 17 - UNICOM ADD NOTE, ACTIVATE MALSR RWY 18 125.3 ACTIVATE MRL RWY 12-30 AND REIL RWY 12 122.95

FDC 4/964 FI/T /LCH/LAKE CHARLES MUNI, LAKE CHARLES LA RADAR-1 AMDT 2 ASR RWY 33 MDA 420 HAT 408 ALL CATS. VIS IS 1 1/4 CAT C/D 179 MSI OIL RIG 2 NM SE ARPT

FDC 4/1063 FI/T /MSG/NEW ORLEANS INTL/MOISANT FIELD/NEW ORLEANS LA AWDAD ONE ARRIVAL /STAR/AWDAD INT TO TURTLE INT MEA 3000

FDC 4/1126 FI/T /NEW/LAKEFRONT NEW ORLEANS LA. VOR RWY 18R AMDT 1, CIRCLING MDA 540, HAA 531 CATS A/B, ADD ALTERNATE MISSED APPROACH. WHEN DIRECTED BY ATC CLIMB RUNWAY HEADING TO 2000 VOR-A AMDT 14, VOR-B AMDT 5 CIRCLING MDA 540 HAA 531 CATS A/B, ILS RWY 18R AMDT 7 AND VOR/DME RWY 36L AMDT 4 CIRCLING MDA 540, HAA 531 CATS A/B/C ADD ALTERNATE MISSED APPROACH. WHEN DIRECTED BY ATC CLIMB RUNWAY HEADING TO 2000, PILE DRIVER 240 MSL OPERATING IN MARINA 1000 FT EAST OF AIRPORT

FDC 4/1127 FI/T /NEW/LAKEFRONT, NEW ORLEANS LA. RADAR-1 AMDT 4 NA

FDC 4/1146 FI/T /NEW/LAKEFRONT NEW ORLEANS, LA VOR RWY 18R AMDT 1 SI MDA 440 HAT 432 ALL CATS. VIS CAT C 3/4 DELETE NOTE: CAT D VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR

FDC 4/1150 FI/T /ESF/ESLER REGIONAL ALEXANDRIA LA. NDB RWY 26 AMDT 6 ILS RWY 26 AMDT 10 LOC BC RWY 8 AMDT 7 CHANGE MISSED APPROACH TO READ... CLIMB RUNWAY HEADING TO 2000.

FDC 4/1264 FI/T /MLU/MONROE REGIONAL MONROE LA. NDB RWY 4 AMDT 13, ILS RWY 4, AMDT 19, VOR RWY 4 AMDT 16 CHANGE MAKEUP OF MISSED APPROACH FIX GALIO INT TO MLU VORTAC R-035/16 DME AND DWD VOR/DME R-117.

ILS RWY 22 AMDT 1, VOR RWY 22 AMDT 2, VOR/DME RWY 22 AMDT 7, CHANGE MISSED APPROACH TO CLIMB TO 3000 VIA MLU R-218 TO TYRON INT/12 DME AND HOLD TYRON INT NOW MLU VORTAC R-218/12 DME AND DWD VOR/DME R 144 NOTE DWD VOR/DME 115 5/102, LCTD LAT 33-13-16, LONG 92-48-52

FDC 4/1265 FI/T /AWYS/LA V94 GALIO INT MAKEUP MLU VORTAC R-218/16 DME AND DWD VOR/DME R-117 DWD VOR/DME 115 5/102 LCTD LAT 33-13-16, LONG 92-48-52.

FDC 4/1275 FI/T /BTR/BATON ROUGE METROPOLITAN RYAN FIELD BATON ROUGE LA VOR/DME RWY 22 AMDT 6 SI MDA 500 HAT 429 ALL CATS/VIS 1 1/4 CAT C 1 1/2 CAT D TMPRY OIL RIG 3 NM ENE OF ARPT

FDC 4/1328 FI/T/GRO/SLIDELL, SLIDELL LA VOR/DME RWY 17 AMDT 1 PROCEDURE NA AT NIGHT

FDC 4/1370 FI/T /LCH/LAKE CHARLES MUNI LAKE CHARLES LA RNAV RWY 23 AMDT 1, RADAR 1 AMDT 2, ASR RWY 23, SI MDA 420 HAT 404 VIS CAT C 1 1/4 TMPRY OIL RIG 157 MSL 0.8 NM NE OF RUNWAY THRESHOLD

FDC 4/1378 FI/T /MSY/NEW ORLEANS INTL/MOISANT FIELD NEW ORLEANS LA. RNAV RWY 1 AMDT 6 PROC NA

FDC 4/1381 FI/T /MLU/MONROE REGIONAL MONROE LA ILS RWY 4 AMDT 19/SI-LOC-4 MDA 440/HAT 362 CAT D SI-LOC VIS INCREASED 1/4 MILE FOR INOP MM EFFECTIVE 0700 TO 1800 LCL DLY. REASON . CRANE 197 MSL 0.8NM SW OF RWY THR

FDC 3/473 FI/T /BTR/ BATON ROUGE METROPOLITAN RYAN FIELD BATON ROUGE, LA WHEN ATCT NOT IN OPN RWY 13/31 CLSD AND THE FOLLOWING APPLIES .RADAR-1 AMDT 6 NA. NDB RWY 13 AMDT 21 AND ILS RWY 13 AMDT 22 SI MINS NA. NDB RWY 13 AMDT 21, ILS RWY 13 AMDT 22 AND ILS RWY 22 AMDT 3 ALTN MINS NA

FDC 3/1770 FI/T /OR9/ HAMMOND MUNI, HAMMOND LA. ILS RWY 18 ORIG. SI ILS DH 429/HAT 385 ALL CATS. VIS 1 1/4 CAT D. CIRCLING MDA 640/HAA 596 CATS A/B/C ADD ALTN MISSED APCH WHEN DIRECTED BY ATC, CLIMBING LEFT TURN TO 2000 VIA PCU R-262 TO MACAW INT. ADD NOTE ACTIVATE MRL RWYS 13/31 AND 18/36, REIL RWY 31 AND MALSR RWY 18 CTAF/UNICOM VOR RWY 18 ORIG. ADD NOTE, ACTIVATE MRL RWYS 13/31 AND 18/36, REIL RWY 31 AND MALSR RWY 18 - CTAF/UNICOM VOR RWY 31 AMDT 1 CIRCLING MDA 640/HAA 596 CATS A/B/C. DELETE NOTE STRAIGHT-IN MINIMA NOT AUTHORIZED AT NIGHT. ADD NOTE: ACTIVATE MRL RWYS 13/31 AND 18/36, REIL RWY 31, AND MALSR RWY 18 CTAF/UNICOM

FDC 3/1806 FI/T /OR9/ HAMMOND MUNI HAMMOND LA. NDB RWY 18 ORIG. ADD NOTE .ACTIVATE MRL RWYS 13/31 AND 18-36 REIL RWY 31 AND MALSR RWY 18 CTAF/UNICOM.

FDC 3/2036 FI/T /SHV/ SHREVEPORT REGIONAL SHREVEPORT LA. NDB RWY 14 AMDT 17 SI MDA 740 HAT 482 ALL CATS. VIS CAT D RVR 6000.

FDC 3/2243 FI/T AWYS/LA V94 GALIO INT NOW GALIO FIX MLU VORTAC 16 DME

FDC 3/2481 FI/T /2R6/ BUNKIE MUNI, BUNKIE, LA. VOR/DME-A AMDT 1 MDA 680/HAA 621 CATS A/B

FDC 2/1471 FI/T /2F8/ MOREHOUSE MEMORIAL BASTROP LA. VOR/DME-A AMDT 5 NDB RWY 34 AMDT 2. CIRCLING MDA CAT D 800 HAA 631

FDC 1/2809 FI/T /ESF/ ESLEA REGIONAL ALEXANDRIA LA. VOR RWY 14 AMDT 11 PROC NA.

NEW MEXICO  
[NOTICES TO AIRMEN]

CARLSBAD

CARLSBAD VORTAC (CNM) MONITORED CONTINUOUS (6/84)

CAVERN CITY AIR TRML ARPT CLSD TO ACR OPERATIONS  
WITH MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 505-  
505-885-2111 (6/84)

HOBBS

LEA COUNTY/HOBBS/ARPT CLSD TO ACR OPERATIONS WITH  
MORE THAN 30 PASSENGER SEATS EXCEPT PPR CALL 505-  
393-4943 (6/84)

[FDC NOTAMS]

FDC 4/923 FI/T /CNM/CAVERN CITY AIR TERMINAL,  
CARLSBAD, NM ILS RWY 3 ORIG CORRECT MSA 360-180  
5000 AND 180-360 8000

FDC 4/1259 FI/T /LVS/LAS VEGAS MUNI LAS VEGAS NM  
VOR RWY 2 AMDT 8 AND VOR RWY 20 AMDT 3 WHEN LAS  
VEGAS FSS NOT IN DPR PROC NA

FDC 3/2541 FI/T /ABQ/ ALBUQUERQUE INTL,  
ALBUQUERQUE, NM IFR TAKE-OFF MINIMUMS RWY 3, 300-  
1 OR STANDARD WITH MINIMUM CLIMB OF 247 FEET PER  
MILE TO 5600 TEMPORARY CONSTRUCTION CRANE 5568 MSL  
1 MILE NE OF AIRPORT

FDC 3/2562 FI/T /LRU/ LAS CRUCES-CRAWFORD LAS  
CRUCES NM NDB-A AMDT 1 CIRCLING CATS A/B/C MDA  
4940/HAA 486 4576 AMSL WATER TWR UNDER CONST

FDC 2/611 FI/T /DMN/ WHEN DEMING NM FSS NOT IN OPN  
THE FOLLOWING APPLIES- V94 DMN VORTAC TO CRATT INT  
NM MOCA 9000 V94S DMN VORTAC TO FWM VORTAC NA  
V16N V66N CUS VORTAC TO ELP VORTAC NA V66 DUG  
VORTAC TO ANIMA INT NA V202 SVC VORTAC TO TCS  
VORTAC MEA 12000 V16-66 CUS VORTAC TO CIE VORTAC  
MEA 11000

FDC 2/2509 FI/T TUCUMCARI MUNI TUCUMCARI, NM WHEN  
TUCUMCARI FSS NOT IN OPERATION THE FOLLOWING  
APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEA  
REPORTING SERVICE VOR RWY 21 AMDT 4 VOR RWY 26  
AMDT 4 PROCS NA.

FDC 1/2953 FI/T WHEN CARLSBAD NM FSS NOT IN  
OPERATION THE FOLLOWING APPLIES V14 ROW VORTAC TO  
ONSOM INT MEA 7500. V68 ROW VORTAC TO BAGER INT MEA  
6500 V102S SFL VORTAC TO CNM VORTAC NA. V16/94 SFL  
TO DILLI INT MEA 10000. V280 PID VORTAC TO ROW  
VORTAC MEA 8800

OKLAHOMA

[NOTICES TO AIRMEN]

MEDFORD

MEDFORD NDB (XED) OTS INDEFLY (6/84)

[FDC NOTAMS]

FDC 4/1174 FI/T /CSM/CLINTON-SHERMAN CLINTON OK NDB  
RWY 17R AMDT 8 ILS RWY 17R AMDT 4. TEMPORARY  
MISSED APPROACH INSTRUCTIONS CLIMB TO 3000 THEN  
RIGHT TURN DIRECT FOSSI LOM AND HOLD N LT 172  
INBOUND.

FDC 4/1408 FI/T /F29/CLARENCE E PAGE MUNI OKLAHOMA  
CITY OK RWY 17-35 REDESIGNATED 17L-35R RNAV RWY  
17 AMDT 2 CHG RWY IDENT TO RWY 17L RNAV RWY 35  
AMDT 2 CHG RWY IDENT TO RWY 35R ADD  
NOTE ACTIVATE MRL RWY 17L/35R AND HIRL RWY  
17R/35L-CTAF

FDC 3/653 FI/T /LAW/ LAWTON MUNI LAWTON, OK VOR  
RWY 35 AMDT 17 ALTN MINS NA WHEN SPS FSS CLSD

FDC 3/1462 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK  
ILS RWY 17R AMDT 2 INCREASE SI ILS DH TO 915 HAT  
250 ALL CATS

FDC 3/2218 FI/T /CSM/ CLINTON-SHERMAN CLINTON  
OKLAHOMA IFR DEPARTURE RWY 17R 300-2 TPRY 2067  
AMSL OIL RIG 1 2 NM SOUTH OF RWY 35L

FDC 2/56 FI/T /GUY/ GUYMON MUNI GUYMON OK NDB RWY  
18 AMDT 3 WHEN DALHART ALSTG NOT AVAILABLE PROC  
NA

FDC 2/885 FI/T /OK56/ BLACKWELL-TONKAWA MUNI,  
BLACKWELL, OK VOR-A ORIG, RNAV RWY 17 ORIG, RNAV  
RWY 35 ORIG WHEN PONCA CITY ALSTG NOT AVAILABLE,  
USE WICHITA KS ALSTG AND INCREASE ALL MDAS 260  
FEET

FDC 2/1066 FI/T /WWR/ WEST WOODWARD WOODWARD OK  
NDB RWY 17 ORIG VOR /DME-A AMDT 4 WHEN GAGE ALSTG  
NOT AVAILABLE PROCS NA

TEXAS

[NOTICES TO AIRMEN]

ANGLETON/LAKE JACKSON

BRAZORIA COUNTY ARPT RWY 35 VASI CMSND (6/84)

DALLAS

ADDISON ARPT RWY 15 THR DSPLCD 980 FT (6/84)

FOLLETT

FOLLETT/LIPSCOMB COUNTY ARPT CLSD INDEFLY (6/84)

GROVETON

GROVETON-TRINITY COUNTY ARPT CLSD DUSK-DAWN  
INDEFLY (6/84)

HOUSTON

CLOVER FIELD RWY 04L/22R CHANGED 04/22, 2350 BY  
100 FT (6/84)

LAREDO

LAREDO CTLZ HRS 0700-2200 LCL (6/84)

LITTLEFIELD

LITTLEFIELD NDB (LIU) UNUSABLE 120-150 BYD 10 NM.  
(6/84)

PAMPA

PERRY LEFORS FIELD RWY 17 THR NO LONGER DSPLCD.  
RWY 35 NOW OPEN (6/84)

TEMPLE

DRAUGHON-MILLER MUNI ARPT: ILS/DME RWY 15 (I-TPL)  
DME CMSND EFFECTIVE 02 AUG 84. (6/84)

[FDC NOTAMS]

FDC 4/295 FI/T AWYS TX V198-222 FORT STOCKTON TX  
VORTAC TO JUNCTION TX VORTAC MEA FST TO CDP FST 70  
DME 8000

FDC 4/312 FI/T /GOR/ NAVASOTA MUNI NAVASOTA TX  
VOR-A AMDT 1 MSA 3100 PROCEDURE NA AT NIGHT IFR  
DEPARTURE RWY 35 CLIMB RWY HEADING TO 2100 BEFORE  
TURNING EAST BOUND

FDC 4/485 FI/T /TDW/AMARILLO/TRADEWIND AMARILLO TX  
RNAV RWY 35 AMDT 6 AND NDB-A AMDT 11 CIRCLING MDA  
CAT D 4400 HAA 758 VIS CAT D 2 1/2 TKOF MINS RWY  
35 600-2 IFR DEP PROC RWY 35 PLAN DEP ROUTE TO  
AVOID 4095 MSL BUILDING 1 8 NM NW OF ARPT

FDC 4/585 FI/T /SAT/SAN ANTONIO INTL/SAN ANTONIO/  
TX NDB RWY 3 AMDT 35, SI MDA 1440 HAT 656 ALL  
CATS VIS CAT C 1 3/4 D-2/INOPERATIVE COMPONENTS  
TABLE DOES NOT APPLY TO CATS C/D CIRCLING MDA  
1440 HAA 631 ALL CATS VIS CAT C 1 3/4/ RNAV RWY 30L  
AMDT 8 SI MDA 1340 HAT 550 ALL CATS/VIS CAT C-1  
CAT-D 1 1/4 CIRCLING MDA 1340 HAA 531 CATS A/B/C  
RADAR-1 AMDT 22/ ASR RWY 30L SI MDA 1340 HAT 550  
ALL CATS VIS CAT C-1 D-1 1/4 ASR RWY 3 SI MDA  
1380 HAT 596 ALL CATS VIS CAT C 1 1/2 D 1 3/4  
INOPERATIVE COMPONENTS TABLE DOES NOT APPLY TO CATS  
C/D CIRCLING MDA 1380 HAA 571 ALL CATS REASON  
1129 MSL CRANE DURING DAY LIGHT HOURS/1059 CRANE AT  
NIGHT 1000 FT SW OF ATCT

FDC 4/707 FI/T /SR5/WHARTON MUNI/WHARTON/TX NDB  
RWY 14 AMDT 1/NDB RWY 32 AMDT 1 AND VOR/DME-A AMDT  
3 PROC NA

FDC 4/833 FI/T /DFW/DALLAS-FORT WORTH REGIONAL  
DALLAS-FORT WORTH TX NDB RWY 17R AMDT 5/ ILS RWY  
17R AMDT 11/ILS RWY 18L AMDT 12 PROC NA

FDC 4/981 FI/T /ACT/WACO-MADISON COOPER, ACT, TX  
NDB RWY 19 AMDT 13 ILS RWY 19 AMDT 10 LOC BC RWY  
1 AMDT 7 ALTN MINS NA WHEN ATCT CLSD ACTIVATE  
SSALR RWY 19 - 119 8

FDC 4/1085 FI/T /DAL/DALLAS-LOVE FIELD DALLAS TX  
ILS RWY 13L AMDT 25 ILS RWY 31L AMDT 12 LOC BC RWY  
31R AMDT 25 VOR/DME RWY 13R AMDT 4 MSA FROM LUE VOR  
090-270 2500 ILS RWY 31L AMDT 12 S-LOC 31L MDA  
1560 HAT 1085 ALL CATS CIRCLING MDA 1560 HAA 1073  
ALL CATS MIN ALT ENTRA/LUE 4 DME 1560 /LOC ONLY/  
RADAR-1 AMDT 23 ASR 31L AND 31R NA 1460 MSL  
CONSTRUCTION CRANE 3.8 NM SE OF AIRPORT

FDC 4/1109 FI/T /F17/ CENTER MUNI CENTER TX NDB  
RWY 17 ORIG PROCEDURE NA

FDC 4/1129 FI/T /AWYS TX V289 PIPES INT, TX TO GGG  
VORTAC, TX. ADD MRA SHV VORTAC R 227 AT PIPES INT  
3500

FDC 4/1141 FI/T /GGG/GREGG COUNTY/LONGVIEW/TX NDB  
RWY 13 AMDT 11/ILS RWY 13 AMDT 7/VOR OR TACAN RWY  
13 AMDT 17 CHANGE MISSED APPROACH ALTITUDE AT  
MISSED APPROACH FIX AGREE INT/GGG 11 DME TO 3000.

FDC 4/1142 FI/P /DFW/DALLAS-FORT WORTH  
REGIONAL/DALLAS FORT-WORTH/ TX NDB RWY 17R AMDT  
5/ILS RWY 17L ORIG. U S GOVERNMENT APCH AND LNDG  
CHART JIFFY LOM CORRECT IDENT TO FL /FOXTROT LIMA.

FDC 4/1155 FI/T /ELP/EL PASO INTL, EL PASO, TX.  
LOC BC RWY 4 AMDT 4, CHANGE IDENT OF LOC AND DME TO  
I-POX VICE I-EIP PROCEDURE NA WHEN ATCT CLSD.

FDC 4/1184 FI/T /MAF/MIDLAND REGIONAL MIDLAND TX  
VOR RWY 16R AMDT 20 SI MDA 3320 HAT 450 ALL CATS  
VIS 1 1/4 CAT C 1 1/2 CAT D RADAR AMDT 1 ASR SI

16R MDA 3320 HAT 450 ALL CATS VIS 1 1/4 CAT C 1 1/2  
CATS D AND E TEMPORARY OIL RIG 3057 MSL 2 7 NM  
NORTH OF AIRPORT

FDC 4/1232 FI/T /SGR/HULL FIELD HOUSTON TX LOC RWY  
35 ORIG CIRCLING VIS CAT C 1 3/4

FDC 4/1278 FI/T /CRP/CORPUS CHRISTI INTL CORPUS  
CHRISTI TX TMPRY MISSED APCH PROCS NDB RWY 13  
AMDT 21/ILS RWY 13 AMDT 21 CLIMB TO 2000 THEN  
RIGHT TURN DIRECT CONOR LOM AND HOLD HOLD NW/LT  
129 INBOUND ILS RWY 35 AMDT 6 CLIMB TO 2000 THEN  
LEFT TURN DIRECT CONOR LOM AND HOLD HOLD NW/LT/129  
INBOUND

FDC 4/1330 FI/T /BRO/BROWNSVILLE/SOUTH PADRE ISLAND  
INTL BROWNSVILLE TX NDB RWY 31L AMDT 4 NA

FDC 4/1333 FI/T /IAH/HOUSTON INTERCONTINENTAL,  
HOUSTON TX ILS RWY 32R AMDT 7 SI-LOC MDA 480/HAT  
389 ALL CATS VOR/DME RWY 32R AMDT 11 SI MDA  
480/HAT 389 ALL CATS CRANE 226 AMSL 0 9 SE OF RWY

FDC 4/1421 FI/T /DFW/DALLAS-FORT WORTH REGIONAL,  
DALLAS, TX ILS RWY 35R ORIGINAL, SI LOC MDA 960  
HAT 398 ALL CATS CHANGE NOTE TO READ CAT D S-LOC  
VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM 699  
MSL CRANE 2.6 NM S OF RWY.

FDC 3/051 FI/T /CXD/ MONTGOMERY COUNTY CONROE, TX  
RNAV RWY 14 ORIG RNAV RWY 32 ORIG PROC NA

FDC 3/055 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL  
HOUSTON, TX RNAV RWY 17R AMDT 1 SI MDA 700/HAA  
550 ALL CATS VIS 1 1/2 CAT C 1 3/4 CAT D CIRCLING  
MDA 700/HAA 550 CATS A/B/C DSTC MDA TO MDA TO MAP  
ON GS 1 56NM

FDC 3/056 FI/T T86/ LAKESIDE HOUSTON, TX. VOR-A  
AMDT 4 PROC NA RNAV RWY 15 AMDT 1 SI AND CIRCLING  
MDA/S 900 HAT/HAA 787 SI AND CIRCLING VIS 1 1/4  
CAT B 2 1/4 CAT C HORIZONTAL DSTC MDA TO MAP ON GS  
2 39NM RNAV RWY 33 AMDT 1 SI AND CIRCLING MDS/S  
900 HAT/HAA 787 SI AND CIRCLING VIS 1 1/4 CAT B 2  
1/4 CAT C HORIZONTAL DSTC MDA TO MAP ON GS  
2 25NM

FDC 3/1893 FI/T /SAT/ SAN ANTONIO INTL SAN ANTONIO  
TX ILS RWY 12R AMDT 9 CAT II CTN ..OBSTNS IN THE  
MISSED APCH AREA RQR A RATE OF CLIMB OF AT LEAST  
360 FPM/100 KNOTS 540 FPM/150 KNOTS 720 FPM/200  
KNOTS NO WIND COND

FDC 3/2603 FI/T /CLL/EASTERWOOD FIELD COLLEGE  
STATION, TX VOR OR TACAN RWY 10, AMDT 15, S-10  
MDA 740 HAT 422 ALL CATS, VIS CAT C/D 1 1/4 CAT E 1  
1/2 OIL RIG 471 MSL 0 5 WEST OF AIRPORT.

FDC 3/2624 FI/T /MFE/ MILLER INTERNATIONAL MCALLEN  
TX NDB RWY 13 AMDT 4 SI VIS CATS A/B 3/4 CAT C  
1 CAT D 1 1/2. ILS RWY 13 AMDT 5 SI ILS VIS 1/2  
ALL CATS SI LOC VIS CATS A/B 1/2 CAT C 3/4 CAT D  
1 VOR RWY 13 AMDT 12 SI VIS CATS A/B 1/2. CAT C  
3/4 CAT D 1 MALSR RWY 13 OPNML.

FDC 2/247 FI/T /ADS/ ADDISON/ DALLAS /TX. TAKEOFF  
MINS RWY 33 STANDARD. RWY 15 1200-3 OR STANDARD  
WITH MIN CLIMB OF 574 FEET PER MILE TO 1200

FDC 2/281 FI/T WHEN CHILDRESS TX FSS NOT IN  
OPERATION THE FOLLOWING APPLIES: V404 CDS VORTAC TO  
SPS VORTAC NA V102 SNEED INT TO SPS VORTAC MEA  
3700.

FDC 2/1865 FI/T AIRWAY TX. WHEN INK TX FSS NOT IN  
OPN THE FOLLOWING APPLIES: V68 HDB VORTAC TO MAF  
VORTAC MEA 5200 V16S-94 INK VORTAC TO MAF VORTAC  
MEA 5500 V16-94 CHANGE OVER POINT TO INK VORTAC



MEA 10000 V222 CHANGE OVER POINT TO FST VORTAC MEA 8000 V198 HUP VORTAC TO FST VORTAC NA V16 INK VORTAC TO BGS VORTAC MEA 6300

FDC 2/1885 FI/T /AMA / AMARILLO INTL AMARILLO TX WHEN AMARILLO ATCT NOT IN OPN THE FOLLOWING APPLIES ASR NOT AVAILABLE ILS RWY 4 AMDT 18 NDB RWY 4 AMDT 14 LOC BC RWY 22 AMDT 14 ALTN MINS NA

FDC 2/2572 FI/T /TOO / CHAMBERS COUNTY ANAHUAC, TX NDB RWY 30 AMDT 1 PROC NA

FDC 2/2648 FI/T /MAF/ MIDLAND REGIONAL MIDLAND, TX WHEN MIDLAND ATCT NOT IN OPN THE FOLLOWING APPLIES ASR NOT AVBL ILS RWY 10 AMDT 11 LOC BC RWY 28 AMDT 10 NDB RWY 10 AMDT 8 ALTN MINS NA ACTIVATE MALSR RWY 10 AND MAL5 RWY 28 - 118 7

FDC 2/2970 FI/T/ADS/ADDISON DALLAS, TX NDB RWY 15 AMDT 1 SI MDA 1200/HAT 558 ALL CATS. VIS 1 CAT C 1 1/2 CAT D CRCG MDA 1220/HAA 577 CATS A/B/C ILS RWY 15 AMDT 5 SI-ILS VIS 1 ALL CATS SI-LOC 15 VIS 1 ALL CATS CRCG MDA 1220/HAA 577 CATS A/B/C NOTE INOP TABLE DOES NOT APPLY LOC-BC ORIG CRCG FM MIN MDA 1220/HAA 577 A/B/C NOTE DISREGARD GS INDICATIONS

FDC 1/3039 FI/T /PSX/WHEN PALACIOS TX FSS NOT IN OPN THE FOLLOWING APPLIES V13 CRP VORTAC TO PSX VORTAC NA V20-70 CRP TO PSX VORTAC NA

\*\*\* EAST CENTRAL \*\*\*

#### ILLINOIS

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

.DC 4/287 FI/T /PRG/EDGAR COUNTY PARIS IL NDB RWY 27 AMDT 5 VOR/DME-A AMDT 3 LOCAL ALSTG NA USE TERRE HAUTE ALSTG MINS ONLY

FDC 4/613 FI/T /PIA/GREATER PEORIA PEORIA IL ILS RWY 12 AMDT 2 ALTN MINS STANDARD WHEN ATCT AND RADAR IN OPN. ILS RWY 30 AMDT 2 MISSED APCH CLIMB TO 2400 LEFT TURN DIRECT TUNGG LOM AND HOLD SOUTHEAST RT 305 IBDN RNAV RWY 4 AMDT 4 RNAV RWY 22 AMDT 6 VOR/DME OR TACAN RWY 30 AMDT 5 VOR RWY 12 /TAC/ AMDT 19 ALTN MINS NA.

FDC 4/1050 FI/T /SPI/SPRINGFIELD/CAPITAL AIRPORT, SPRINGFIELD, IL. ILS RWY 22, AMDT 3: SI-ILS DH 847 FEET/HAT 250 FEET ALL CATS. HI-ILS/DME RWY 22, AMDT 1: SI-ILS DH 847 FEET, HAT 250 FEET ALL CATEGORIES

FDC 4/1152 FI/T /MLI/QUAD CITY, MOLINE, IL NDB RWY 9 AMDT 25 TRML RTE5 CVA VORTAC TO ML LOM CRS AND DSTC 197/16.7 MZV VORTAC TO ML LOM 002/7 7 DSTC FAF TO MAP/THR 4.4 TOCKY INT TO ML LOM 088/6 1 ILS RWY 9 AMDT 25 TRML RTE5 CVA VORTAC TO ML LOM CRS AND DSTC 197/16 7 MZV VORTAC TO ML LOM 002/7 7 TOCKY INT TO ML LOM 088/6 1. DSTC FAF TO MAP/THR 4.4. GS ALT AT OM 1953, MM 798

FDC 4/1167 FI/T /ORD/CHICAGO-OHARE INTL CHICAGO IL. NDB RWY 27R AMDT 20 INCREASE MIN SI-27R MDA 1180 HAT 525 ALL CATS VIS CAT C RVR 5000 CAT D 1 1/2 MILES. CIRCLING CAT A/B/C MDA 180. HAA 513. ILS RWY

27R INCREASE MINS SI-LOC 27R MDA 1120 HAT 465 ALL CATS VIS CAT D RVR 5000 REASON TMPRY 867 CRANE

FDC 4/1246 FI/T /ALN/ST LOUIS REGIONAL, ALTON/ST LOUIS IL COR US GOVERNMENT APCH AND LNDG CHART ILS RWY 29 AMDT 6 AND LOC BC RWY 11 AMDT 4 DELETE REFERENCE TO DME FACILITY CHAN 22 ASSOCIATED WITH I-ALN LOC DME NOT CMSND

FDC 4/1405 FI/T /HSB/HARRISBURG-RALEIGH HARRISBURG IL NDB RWY 24 AMDT 7 PROC NA TKOF/DEP PROCS RWY 24 IFR DEP NA

#### INDIANA

[NOTICES TO AIRMEN]

#### INDIANAPOLIS

INDIANAPOLIS VORTAC (IND) EFFECTIVE 30 AUG NAV IDENTIFIER TO BE CHANGED TO VHP (6/84)

#### MONTICELLO

WHITE COUNTY NDB (MCX) OTS INDEFLY (6/84)

#### VINCENNES

VINCENNES NDB (DEA) OTS INDEFLY (6/84)

[FDC NOTAMS]

FDC 4/107 FI/T /FWA/ FORT WAYNE MUNI BAER FLD, FORT WAYNE, IN ILS RWY 4 AMDT 7 TRML RTE CRETE INT /IAF/ TO LKES INT/ FWA 13 6 DME CRS AND DSTG 003/2.2/MIE R-003

FDC 4/500 FI/T /IND/INDIANAPOLIS INTL INDIANAPOLIS IN ILS RWY 13 ORIG SI-ILS RWY 13 VIS 1/2 ALL CATS SI-LOC VIS CAT A/B 1/2 CAT C/D 3/4 NOTE CAT D SI-LOC 13 VIS INCREASED TO 1 MILE FOR INOP MM

FDC 4/777 FI/T /FWA/FORT WAYNE MUNI/BAER FIELD/FORT WAYNE, IN VOR OR TACAN RWY 4 AMDT 15 RWY 4 SI VIS CAT A/B RVR 5000 DME/RADAR MINS SI VIS CAT A/B/C RVR 5000 ILS RWY 4 AMDT 7 SI ILS DH 1098, VIS RVR 5000 ALL CATS SI LOC VIS RVR 5000 CAT A/B/C DME OR RADAR MINS SI VIS RVR 5000 ALL CATS RADAR-1 AMDT 17, ASR RWY 4 VIS RVR 5000 CAT A/B/C.

FDC 4/986 FI/T/O30/HUNTINGTON IN HUNTINGTON MUNICIPAL AIRPORT VOR-A AMDT 2 PROC NA

FDC 4/988 FI/T AWY IN. V96 FROM KOKOMO VORTAC IN. FORT WAYNE VORTAC IN MEA 6000.

FDC 4/1148 FI/T /BMG/MONROE COUNTY, BLOOMINGTON, IN VOR RWY 24 AMDT 7 PROC NA VOR RWY 6 AMDT 13 MISSED APCH CLIMB TO 2500 THEN LEFT TURN DIRECT BMG VORTAC AND HOLD SW RIGHT TURNS 055 INBOUND OR WHEN DIRECTED BY ATC CLIMBING LEFT TURN TO 2700 VIA BMG R-024 TO PAGED INT AND HOLD SW RIGHT TURNS 024 INBOUND VOR RWY 17 AMDT 8 ADD TRML RTE FROM R-050 BMG VORTAC COUNTERCLOCKWISE /IAF/ TO R-345 BMG VORTAC /NOPT/VIA BMG 10 DME ARC, ALT 2500 DELETE TRML RTE R-103 BMG VORTAC COUNTERCLOCKWISE TO R-345 BMG VORTAC

#### MICHIGAN

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/351 FI/T /76D/HURON COUNTY MEMORIAL, BAD AXE MI VOR RWY 3 AMDT B VOR RWY 21 AMDT 7 TRML RTE ECK VORTAC TO BAD AXE VOR NA. RADAR RORD

FDC 4/352 FI/T /56G/LAMONT, DECKERVILLE, MI NDB RWY 9 AMDT 3, NDB RWY 27 AMDT 3 TRML RTE ECK VORTAC TO DOV NDB NA. RADAR RORD

FDC 4/543 FI/T /MBS/TRI CITY/SAGINAW/MI NDB RWY 5 AMDT 7/ILS RWY 23 ORIG ALTN MINS NA ILS RWY 5 AMDT 9 LOC ALTN MINS NA VOR RWY 5 AMDT 13/VOR RWY 14 AMDT 12/VOR RWY 32 AMDT 8 ALTN MINS NA FOR NON-DME EQUIPPED ACFT

FDC 4/661 FI/T /AWY MI/MOCA V7E/V133 ESC VORTAC TO MQT VOR/DME NA

FDC 4/795 FI/T /CIU/CHIPPewa COUNTY INTL SAULT STE MARIE MI ILS RWY 16 AMDT 3 SI-ILS 16 CAT E DH 999 VIS 1/2 HAT 200 SI-LOC 16 CAT E MDA 1160 VIS 3/4 HAT 361. CIRCLING CAT E MDA 1360 VIS 2 HAA 561 FOR MILITARY USE ONLY

FDC 4/1021 FI/T /PLN/EMMET COUNTY PELLSTON MI WHEN CTLZ NOT IN EFFECT ALTN MINS NA AND EXCEPT FOR DPERS WITH APVD WEA REPORTING SVC USE TRAVERSE CITY ALSTG AND REVISE MINS AS FLWS ILS RWY 32 AMDT 6 SI-ILS 32 DH 1511/HAT 800 ALL CATS VIS CAT A 1 CAT B 11/4 CAT C 21/4 CAT D 21/2 SI-LDC 32 MDA 1800/HAT 1089 ALL CATS VIS CAT A 1/14 CAT B 11/2 CATS C/D 3 CIRCLING MDA CAT A 1900/HAA 1180 VIS CAT A 11/4 CAT B MDA 1920/HAA 1200 VIS CAT B 1 1/2 CAT C MDA 1920/HAA 1200 VIS CAT C 3 CAT D MDA 2020/HAA 1300 VIS CAT D 3 EMHUR FIX MINS NA INOP TABLE DOES NOT APPLY VOR RWY 23 AMDT 11 SI-23 MDA 1780/HAT 1060 ALL CATS. VIS CAT A 11/4 B 11/2 C/D 3. CIRCLING MDA CAT A 1900/HAA 1180 VIS CAT A 11/4 CAT B MDA 1920/HAA 1200 VIS CAT B 11/2 CAT C MDA 1920/HAA 1200 VIS CAT C 3. CAT D MDA 2020/HAA 1300 VIS CAT D 3 VOR/DME RWY 5 AMDT 6 SI 5 MDA 2160/HAT 1445 ALL CATS VIS CAT A 11/4 B 11/2 C/D 3 CIRCLING MDA 2160/HAA 1440 ALL CATS VIS CAT A 11/4 CAT B 11/2 CATS C/D 3.

FDC 4/1023 FI/T /Y15/CHEBOYGAN COUNTY CHEBOYGAN MI VOR RWY 9 AMDT 4 CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE ALPENA ALSTG AND INCREASE ALL MDAS 500 DME MINS NA.

FDC 4/1024 FI/T /Y84/MACKINAC ISLAND MACKINAC ISLAND MI. VOR/DME-A AMDT 6 CNG NOTE USE PELLSTON ALSTG WHEN NOT AVBL USE SAULT STE MARIE CAN ALSTG AND INCREASE ALL MDAS 100.

FDC 4/1025 FI/T /CVX/CHARLEVOIX MUNI CHARLEVOIX MI NDB RWY 8 AMDT 7 NDB RWY 26 AMDT 8 CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE ALL MDAS 160.

FDC 4/1081 FI/T /ESC/DELTA COUNTY ESCANABA/MI VOR RWY 18 AMDT 4 DME MINIMA NA.

FDC 4/1206 FI/T /YIP/DETROIT/WILLOW RUN DETROIT MI ILS RWY 5R AMDT 10 SI-ILS 5R DH 965 HAT 250 ALL CATS. INOP TABLE DOES NOT APPLY TO MM EXCP CAT D VIS INCREASED 1/4 MI

FDC 4/1319 FI/P /IWD/GOGEBIC, IRONWOOD, MI ILS RWY 27 AMDT 1 /AL-5213/CORRECT U.S GOVT CHART EAST CENTRAL VOL-1. PROC CANCELLED EFFECTIVE 21 JUN 84 VICE 26 APR 84

FDC 4/1348 FI/P /DTW/DETROIT METROPOLITAN WAYNE COUNTY DETROIT MI ILS RWY 27 AMDT 6 CORRECT U S GOVT CHART /AL-119/ EAST CENTRAL VOL-1 EFF 7 JUN 1984 CHG MISSED APCH TO READ CLIMB TO 1100 THEN CLIMBING RT TO 3000 DRCT YIP VOR/DME AND HOLD SW LT 055 IBDN

FDC 4/1376 FI/T /JXN/JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI RWYS 5-23 AND 13-31 RENUMBERED 6-24 AND 14-32 NDB RWY 23 AMDT 8 NOW NDB RWY 24 AMDT 8. ILS RWY 23 AMDT 8 NOW ILS RWY 24 AMDT 8 VOR RWY 5 AMDT 13 NOW VOR RWY 6 AMDT 13 VOR RWY 13 AMDT 12 NOW VOR RWY 14 AMDT 12 VOR RWY 23 AMDT 15 NOW VOR RWY 24 AMDT 15. VOR RWY 31 AMDT 11 NOW VOR RWY 32 AMDT 11 VOR RWY 6 AMDT 13 PROC TURN ALT 2500 VOR RWY 24 AMDT 15 DME MINS NA DELETE JXN 3 DME AND ALT 1560

FDC 4/1396 FI/T /EXC/DELTA COUNTY ESCANABA MI ILS RWY 9 AMDT 1 RADAR RORD MISSED APCH CLIMB TO 4000 THEN DIRECT ISQ VOR AND HOLD SW, RIGHT TURNS 070 INBOUND LOC/DME BC RWY 27 AMDT 1 RADAR RORD MISSED APCH CLIMB TO 4000 THEN DIRECT ISQ VOR AND HOLD SW, RIGHT TURNS 070 INBOUND

FDC 4/1425 FI/T /IWD/GOGEBIC, IRONWOOD, MI ILS RWY 27 AMDT 2 ALTN MINS NA

FDC 4/1426 FI/P /FNT/BISHOP, FLINT, MI RADAR-1 AMDT 6 EFFECTIVE 21 JUN 1984 CORRECT U S GOVT CHART EAST CENTRAL VOL-1 PAGE XXI ASR RWY 36 CAT C MDA 1260/HAT 478/VIS 1 1/4, CAT D MDA 1260/HAT 478/VIS 1 1/2. CIRCLING CATS A/B VIS 1 MILE

FDC 3/2549 FI/T /APN/ PHELPS COLLINS, ALPENA, MI. VOR RWY 19 AMDT 12, VOR RWY 1/TAC/AMDT 12, VOR RWY 13/TAC/AMDT 10 WHEN PELLSTON CTLZ NOT IN EFFECT ALTN MINS NA.

FDC 3/2557 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS/ MI NDB-A AMDT 3 CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE AMERS INT ALT AND ALL MDA/S 100 RNAV-B ORIG CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE 2.2NM FROM MAP WPT ALT AND ALL MDA/S 100.

FDC 3/2565 FI/T /AWY, MI WHEN PELLSTON MI CTLZ NOT IN EFFECT, RADAR REQUIRED FOR V233 BETWEEN MOP VOR/DME AND GLR VOR/DME

FDC 3/2589 FI/T /GLR/ OTSEGO GAYLORD MI NDB RWY 9 AMDT 6 VOR RWY 9 AMDT 5 CHG NOTE WHEN LOCAL ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE ALL MDA/S 360 VOR RWY 27 AMDT 5 CHG NOTE WHEN LOCAL ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE GLR 4 DME STEP DOWN FIX ALT AND ALL MDA/S 360.

OHIO

[NOTICES TO AIRMEN]

AKRON

AKRON-CANTON REGIONAL ARPT. CLSD TO UNSCHEDULED ACR WITH MORE THAN 30 PASSENGER SEATS WITHOUT PPR CALL 216-896-2385. (6/84)

LONDON

MADISON COUNTY ARPT. ACTIVATE MRL RWY 08/26 123.0 (6/84)

WILLOUGHBY

LAKELAND NDB (LOL) OTS INDEFLY (6/84)

[FDC NOTAMS]

LOST NATION VOR/DME (LNN) OTS INDEFLY (6/84)

[FDC NOTAMS]

FDC 4/301 FI/T /2D7/BEACH CITY BEACH CITY, OH  
VOR-A AMDT 1 PROC NA

FDC 4/304 FI/T /2G1/ CONCORD AIRPARK, PAINESVILLE,  
OH VOR-A AMDT 7 PROC NA

FDC 4/970 FI/T /TOL/TOLEDO EXPRESS TOLEDO, OH  
RADAR-1 AMDT 12, MISSED APCH 1/2 MILE FROM  
THRESHOLD ALL RWYS

FDC 4/1187 FI/T /UYF/MADISON COUNTY LONDON OHIO  
NDB RWY 8 AMDT 2 ADD NOTE ACTIVATE MRL RWY 8-26  
CTAF

FDC 4/1273 FI/T /BKL/BURKE LAKEFRONT CLEVELAND OH  
NDB RWY 24R AMDT 5 SI 24R MDA 1460/HAT 877 ALL  
CATS SIDESTEP RWY 24L MDA 1460/HAT 876 ALL CATS  
CIRCLING MDA 1460/HAA 876 ALL CATS REASON TMPRY  
CRANE 9 NM SSW OF ARPT

FDC 4/1359 FI/T /LNN/LOST NATION AIRPORT WILLOUGHBY  
OH NDB RWY 9 AMDT 7/NDB RWY 27 AMDT 10/VOR RWY 5  
AMDT 2/VOR RWY 23 AMDT 2/VOR RWY 27 AMDT  
2 PROCEDURES NA

FDC 4/1361 FI/T /PVZ/CASEMENT PAINESVILLE OH NDB-B  
AMDT 7, PROC NA

FDC 4/1362 FI/T /CGF/CUYAHOCA COUNTY CLEVELAND OH  
VOR-A ORIG DME RORD

FDC 4/1424 FI/T /CGF/CUYAHOCA COUNTY, CLEVELAND,  
OH VOR-A AMDT 1 DME RORD

FDC 3/012 FI/T /AXV/ NEIL ARMSTRONG WAPAKONETA, OH  
VOR-A AMDT 2 MSA FROM ROD VORTAC 3000

FDC 3/013 FI/T /I17/ PIQUA, OH VOR RWY 26 AMDT 2  
MSA FROM ROD VORTAC 3000

FDC 3/2237 FI/T /CLE/ CLEVELAND HOPKINS INTL,  
CLEVELAND, OH RWY 18R-36L REDESIGNATED RWY 18-36  
RNAV RWY 18R AMDT 7 CHANGED TO RNAV RWY 18 AMDT 7  
RNAV RWY 36L AMDT 7 CHANGED TO RNAV RWY 36 AMDT 7  
RADAR-1 AMDT 27 ASR RWY 18R AND 36L CHANGED TO 18  
AND 36 IFR TKOF MINS AND DEP PROCS CHANGE REF RWY  
18R/18L TO 18 AND 36R/36L TO 36

FDC 3/2548 FI/T /YNG/ YOUNGSTOWN MUNI, YOUNGSTOWN,  
OH VOR RWY 18 AMDT 15 RWY 18-36 REDESIGNATED 1-19  
VOR RWY 18 CHANGED TO VOR RWY 19 AMDT 15 PROC TURN  
CHANGED TO RIGHT SIDE OF CRS 003 OUTBOUND 2700  
WITHIN 10 MILES OF YNG VORTAC, NDB RWY 32 AMDT 16,  
ILS RWY 14 AMDT 2, ILS RWY 32 AMDT 21, VOR RWY 19  
AMDT 15, AND RADAR-1 AMDT 8 ADD NOTE WHEN ATCT CLSD  
CTC YNG FSS 119.5 FOR MALSR RWY 14 OR SSALR RWY 32

#### WISCONSIN

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

FDC 4/28 FI/T /OSH/ WITTMAN FIELD, OSHKOSH, WI  
ILS RWY 36 AMDT 4, NDB RWY 36 AMDT 3, LOC DME BC  
RWY 18 AMDT 3, VOR RWY 18 AMDT 4, VOR RWY 27 AMDT  
2, VOR RWY 36 AMDT 14, VOR RWY 9 AMDT 6 ADD PROC  
NOTE WHEN ATCT CLSD ACTIVATE HIRLS RWY 18-36 AND  
MALSR RWY 36 ON 118.5

FDC 4/132 FI/T /RHI/RHINELANDER-ONEIDA COUNTY  
RHINELANDER WI ILS RWY 9 AMDT 1 ALTN MINS NA

FDC 4/158 FI/T /MSN/DANE COUNTY REGIONAL-TRUAX  
FIELD, MADISON, WI HI-TACAN RWY 36 AMDT 1 SI 36  
MDA 1360/HAT 498 CATS C,D,E VIS CAT D RVR 5000 CAT  
E RVR 6000

FDC 4/316 FI/T /UES/WAUKESHA COUNTY/WAUKESHA/ WI  
LOC RWY 10 ORIG/VOR-A AMDT 11 ADD NOTE ACTIVATE  
MIRL RWY 10-28/LIRL RWY 18R-36L/REIL RWY 10 ON  
123.7

FDC 4/327 FI/T /ATW/OUTAGAMIE COUNTY APPLETON WI  
NDB RWY 3 AMDT 8/NDB RWY 11 AMDT 1/ NDB RWY 29 AMDT  
1/ ILS RWY 3 AMDT 10/LOC BC RWY 21 AMDT 2/ VOR/DME  
RWY 3 AMDT 1/ RNAV RWY 29 AMDT 1 CHG NOTE ACTIVATE  
HIRLS RWY 3/21 11/29 REIL RWY 11/29 AND SSALR RWY 3  
ON 119.6

FDC 4/335 FI/T /STE/STEVENS POINT MUNI STEVENS  
POINT WI VOR RWY 3 AMDT 9 VOR RWY 21 AMDT 13,  
VOR RWY 30 AMDT 12, NOTE ACTIVATE MIRL RWY 3/21  
12/30 VASI RWY 3/21 MALSR RWY 21 ON UNICOM

FDC 4/432 FI/T /FLD/FOND DU LAC COUNTY FOND DU LAC  
WI NDB RWY 9 AMDT 3 SDF RWY 36 AMDT 3 VOR/DME RWY  
18 AMDT 4 VOR/DME RWY 36 AMDT 4 ADD NOTE ACTIVATE  
MIRLS RWY 9-27 RWY 18-36 AND REIL RWY 18 36 ON  
UNICOM

FDC 4/433 FI/T /SUW/RICHARD I BONG SUPERIOR WI NDB  
RWY 31 ORIG VOR RWY 13 AMDT 2 VOR/DME RWY 31 ORIG  
ADD NOTE ACTIVATE MIRL RWY 13-31 ON UNICOM

FDC 4/471 FI/T /CO2/AMERICANA LAKE GENEVA WI VOR  
RWY 23 AMDT 4 VEENA TO BUU VOR 178 COURSE OUTBOUND  
TO PT 041, FAC 221, MISSED APCH HOLDING NE, RIGHT  
TURN, 221 INBOUND ADD NOTE ACTIVATE MIRL 5/23  
UNICOM

FDC 4/669 FI/T /C31/HARTFORD MUNI/HARTFORD/WI, VOR-  
A AMDT 3 TRML RTE CARVY INT TO ETB VOR CHG CRS TO  
170 DEGREES FAC 251, HOLDING IN LIEU OF PROC TURN  
HOLD EAST ETB VOR 251 INBOUND RIGHT TURNS 2800 IN  
LIEU OF PROC TURN/IAF/ MISSED APCH CLIMBING RIGHT  
TURN TO 2800 VIA ETB VOR R-251 TO ETB VOR AND HOLD  
EAST RIGHT TURNS 251 INBOUND, SLING INT DESCRIBED  
AS THE ETB VOR R-251 AND BAE VORTAC R-360 NDB RWY  
11 AMDT 2 KIERS INT FAF DESCRIBED AS THE ETB VOR R-  
265 AND HXF NDB BRG 304

FDC 4/853 FI/T /D27/PRICE COUNTY, PHILLIPS, WI  
NDB-A, AMDT 2, ACTIVATE MIRL RWY 6/24 AND REIL RWY  
24 ON UNICOM.

FDC 4/935 FI/T /LSE/LA CROSSE MUNI LA CROSSE WI  
NDB RWY 18 AMDT 9 SI RWY 18 VIS CAT A 1 1/4 CAT B 1  
1/2 CAT C 3 CAT D 3 NDB/VOR MINS SI RWY 18 VIS  
CAT A 1 CAT B 1 1/4 CAT C 2 1/4 CAT D 2 1/2 INOP  
TABLE DOES NOT APPLY TO MALSR, ILS RWY 18 AMDT 11  
SI ILS RWY 18 VIS 3/4 ALL CATS SI LOC-18 VIS CAT A  
1 CAT B 1 CAT C 2 CAT D 2 1/4, LOC/VOR MINS SI-LOC-  
18 CAT A 1 CAT B 1 CAT C 1 1/4 CAT D 1 1/2.

FDC 4/1104 FI/T /ATW/OUTAGAMIE COUNTY APPLETON WI  
ILS RWY 3 AMDT 10 DSTC TO THR FROM MM BECOMES 0.5  
NM GS ALT AT MM BECOMES 1089 FT

FDC 4/1394 FI/T /C35/REEDSBURG MUNI, REEDSBURG, WI  
VOR-A AMDT 2 DME RORD

FDC 3/268 FI/T /JVL/ ROCK COUNTY JANESVILLE, WI  
VOR/DME RWY 22 TAC AMDT 1 SI CIRCLING MDA 1500 ALL  
CATS HAT 695/HAA 692 SI AND CIRCLING VIS CAT A/B 1  
CAT C 2 CAT D 2 1/4 CAT D ALTN MIN 800 2 1/2 VDP  
NA

FDC 3/439 FI/T /OSH/ WITTMAN FIELD OSHKOSH, WI. NDB  
RWY 36 AMDT 3 ILS RWY 36 AMDT 4 LOC/DME BC RWY 18  
AMDT 3 ALTN MINS NA

FDC 3/504 FI/T /MSN/ DANE COUNTY REGIONAL/ TRUAX  
FIELD MADISON WI NDB RWY 36 AMDT 25 ILS RWY 18  
AMDT 3 ILS RWY 36 AMDT 25 WHEN ATCT NOT IN OPN  
ALTN MINS NA.

\*\*\* SOUTHEAST \*\*\*

#### ALABAMA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/842 FI/T /LOR/LOWE AHP FORT RUCKER /OZARK/AL  
COPTER NDB 060 AMDT 1 PROC NA.

FDC 4/848 FI/T /7A2/DEMOPOLIS MUNI DEMOPOLIS AL  
VOR/DME - A AMDT 1 PROC NA.

FDC 4/1182 FI/P /MVC/MONROE COUNTY MONROEVILLE AL  
VOR/DME RWY 3 ORIG CORRECT U.S. GOVT CHART SE  
VOLUME 1 AL-5394 PAGE 281 DATED 12 APR 84. CHANGE  
NOTE TO READ USE WHITING NAVAL AIR STATION ALSTG  
WHEN NOT AVBL USE PENSACOLA ALSTG AND INCREASE ALL  
MDAS 60 FEET.

FDC 4/1320 FI/P /05A/TALLASSEE MUNI TALLASSEE AL  
CORRECT US GOVT CHART SE/VOLUME 1 PAGE XXII DATED  
7 JUN 84. DELETE TKOF MINS

FDC 4/1321 FI/P /ASN/TALLADEGA MUNI TALLADEGA AL  
VOR/DME RWY 3 AMDT 4. CORRECT U.S. GOVT CHART  
SOUTHEAST VOLUME 1 AL-5656 PAGE 382 DATED 7 JUN 84  
MAP TDG R-039/1.5 MISSED APCH .HOLD ON FLADE 6.5  
DME SW, RT, 039 INBOUND

FDC 4/1323 FI/P /MGM/DANNELLY FIELD MONTGOMERY AL.  
RADAR-1 AMDT 6. CORRECT U.S. GOVT CHART SE VOL-1  
PAGE XXXI DATED 7 JUN 84 ELEV 221.

#### FLORIDA

[NOTICES TO AIRMEN]

#### BOCA RATON

BOCA RATON PUBLIC ARPT. ARPT CLSD 16 JUL 84 - 30  
AUG 84. (6/84)

#### SARASOTA/BRADENTON

SARASOTA-BRADENTON ARPT. RWY 13/31 CHANGED TO  
14/32 ILS/DME RWY 14 (I-FFV) CMSND EFFECTIVE 02  
AUG 84. (6/84)

#### [FDC NOTAMS]

FDC 4/260 FI/T /CRG/CRAIG MUNI JACKSONVILLE FL  
RADAR-1 AMDT 3 CIRCLING MDA 660 FT HAA 619 FT ALL  
CATS VISIBILITY 1 1/4 CAT B 1 3/4 CAT C. MISSED  
APPROACH CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO  
2000 DIRECT JAX VORTAC AND HOLD SE RT 335 INBOUND

FDC 4/465 FI/T /B1U/DESTIN-FT WALTON BEACH/DESTIN.  
FL RADAR-1 AMDT 5 SI 14 AND SI 32 FAF 5NM RADAR  
- 1500 FEET

FDC 4/566 FI/T /OMN/ ORMOND BEACH MUNI ORMOND BEACH  
FL VOR RWY 8 AMDT 9 PROC NA.

FDC 4/623 FI/T /TIX/TITUSVILLE-COCOA/TITUSVILLE/FL.  
NDB RWY 18 AMDT 9/ILS RWY 36 AMDT 7 MSA FROM GGL  
NDB 090-180 15000/180-090 2700

FDC 4/626 FI/T /TLH/TALLAHASSEE MUNI TALLAHASSEE FL  
LOC BC RWY 18 AMDT 13 PROC NA

FDC 4/782 FI/T AWYS V3/51 MALET FL FIX TO ORMOND  
BEACH /OMN/FL VORTAC MEA 4000 V1525 OAKIE FL FIX  
TO ORMOND BEACH/OMN/ FL VORTAC MEA 4000.

FDC 4/802 FI/T /DAB/DAYTONA BEACH REGIONAL DAYTONA  
BEACH FL VOR RWY 34 AMDT 2 PROC NA VOR RWY 16  
AMDT 15 MISSED APCH CLIMB TO 4000 VIA OMN R-161  
TO SMYRA INT AND HOLD LOC BC RWY 24R AMDT 10.18  
DME ARC UNUSBL R-151 CLKWS R-161 BLO 4000 ILS RWY  
6L AMDT 24 18 DME ARC UNUSBL R-161 CLKWS R-166 BLO  
4000.

FDC 4/855 FI/T /FMY/PAGE FIELD MFORT MYERS FL. TKOF  
MINS RWY 5 400-1 OR STANDARD WITH MIN CLIMB OF 300  
FEET PER NM TO 400 FEET REASON. 167 FT CRANE 1/2  
NM NE OF ARPT.

FDC 4/917 FI/T /TLH/TALLAHASSEE MUNI, TALLAHASSEE  
FL ILS RWY 27L AMDT 1 S-ILS 27L DH 304. V1  
4000. HAT 250 ALL CATS S-LOC 27L VIS 4000 CATS  
AND B. S-LOC 27L (LOC/VOR MINIMA) VIS 4000 CATS A/B  
AND C.

FDC 4/1125 LASER LIGHT BEAM WILL BE CONDUCTED BY  
EPCOT CENTER IN LAKE BUENA VISTA FLORIDA MAY 21,  
1984 THRU JUNE 8 1984 FROM MIDNIGHT TO 2AM LOCAL  
DAILY AND JUNE 9 1984 THRU SEPT 15 1984 10PM TIL  
11PM LOCAL DAILY. ORLANDO/ORL/VORTAC 229/015  
282225N/813159W. LASER LIGHT BEAM MAY BE INJURIOUS  
TO PILOTS EYES WITHIN 1 NM Laterally AND 5000 FEET  
VERTICALLY OF LIGHT SOURCE.

FDC 4/1156 FI/T AWY V7 BSY VORTAC/BISCAYNE BAY FL/  
TO SWAGS FL FIX MEA 6000 MOCA 1800 V159 FLL  
VOR/DME/FT LAUDERDALE FL/ TO TBIRD FL FIX MEA 5000  
MOCA 1500

FDC 4/1186 FI/T /TPA/TAMPA INTL TAMPA FL. LOC BC  
RWY 36R AMDT 18. SI MDA 500/HAT 480 ALL CATS VIS  
CAT C 1 1/4 CAT D 1 1/2 RADAR-1 AMDT 10 ASR RWY  
36L MDA 500/HAT 488 ALL CATS. REASON. 238 FT TMPRY  
CRANE 1.2 NM SE THR RWY 36R

FDC 4/1190 FI/T /TPA/ TAMPA INTL TAMPA FL NDB RWY  
36L AMDT 12 SI MDA 620/HAT 608 ALL CATS VIS CAT  
C RVR 6000 CAT D 1 3/4 CIRCLING MDA 620/HAA 593  
ALL CATS. VOR RWY 9 AMDT 7 DME MIN NA. RADAR-1  
AMDT 10. SI ASR RWY 36R MDA 620/HAT 600 ALL CATS.  
VIS CAT C 1 1/2, CAT D 1 3/4. SI ASR RWY 27 MDA  
620/HAT 593 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4  
CIRCLING MDA 620/HAA 593 ALL CATS NDB RWY 18L AMDT  
31. ILS RWY 18L AMDT 35. ILS RWY 18R AMDT 1. ILS  
RWY 36L AMDT 11. LOC BC RWY 36R AMDT 18 CIRCLING

MDA G2C HAA 593 CATS A/B C/D REASON TMPRY 306 FT  
CRANE LAT 275738N LONG 0803049W

FDC 4 1207 FI/T /PBI/PALM BEACH INTL WEST PALM  
BEACH FL ILS RWY 9L AMDT 20 TERMINAL ROUTE R-359  
PBI VORTAC CW TO PB LOM 14 DME ARC/UNUSABLE LOC BC  
RWY 27R AMDT 10 TERMINAL ROUTE/R328 PBI VORTAC CW  
TO KEACH 1 3 DME 11 DME ARC/UNUSABLE HOME THREE  
STAR UNUSBL

FDC 4/1208 FI/T /LNA/PALM BEACH COUNTY PARK WEST  
PALM BEACH FL VOR RWY 15 ORIG 8 DME ARC PBI R-189  
CLKWS TO TO PBI R-002 NA

FDC 4/1245 FI/T /FLL/FT LAUDERDALE-HOLLYWOOD INTL  
FORT LAUDERDALE, FL VOR RWY 9L AMDT 17 VOR RWY 13  
AMDT 14 PROCS NA

FDC 3/168 FI/T /BOW/ BARTOW MUNI BARTOW, FL  
VOR/DME RWY 9L ORIG SI-9L MINS NA

FDC 3/630 FI/T DIRECT RTE EGLIN FL VORTAC /VPS/ R-  
180/31 8 TO PHIPS INT FL NA PHIPS INT FL NA

#### GEORGIA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/527 FI/T /VLD/VALDOSTA MUNI, VALDOSTA, GA  
ILS RWY 35 AMDT 3 TEARDROP VLD VOR/DME TO I-VLD  
LOC NA KARPP INT NA MISSED APCH-CLIMB TO 800  
THEN CLIMBING LEFT TURN TO 2000 VIA VLD R-360 TO  
VLD VOR/DME AND HOLD NORTH, RT, 180 INBOUND VOR  
RWY 35 AMDT 24 PROC TURN LEFT SIDE OF CRS 177  
OUTBOUND MISSED APCH-CLIMBING LEFT TURN TO 1800  
VIA VLD R-360 TO VLD VOR/DME ANDHOLD NORTH, RT, 180  
INBOUND VOR RWY 17 ORIG MISSED APCH-CLIMB TO 2000  
VIA VLD R-004 TO VLD VOR/DME AND HOLD NORTH, RT,  
180 INBOUND

FDC 4/801 FI/T /LSF/LAWSON AAF FORT  
BENNING/COLUMBUS/GA ILS RWY 32 AMDT 6 TRML ROUTE  
BDLYN INT TO XLE NDB 332/3 2

FDC 4/805 FI/T /ABY/ALBANY-DOUGHERTY COUNTY,  
ALBANY, GA LOC BC RWY 22 AMDT 4 TRML ROUTE ABY  
VORTAC TO ODOMS INT NA

FDC 4/1008 FI/T /46J/HAZLEHURST HAZLEHURST GA  
VOR/DME RWY 32 AMDT 5 NA

FDC 4/1231 FI/T /AGS/BUSH FIELD AUGUSTA GA  
EFFECTIVE EXCEPT WHEN ATC ADVISES CRANE IS DOWN,  
NDB RWY 17 AMDT 12 SI MDA 760/HAT 615 ALL CATS  
VIS 6000 CAT C 1 3/4 CAT D CIRCLING MDA 760/ HAA  
615 ALL CATS VIS 1 3/4 CAT C NDB RWY 35 AMDT 25  
CIRCLING MDA 760/HAA 615 CATS C/D ILS RWY 17 AMDT  
5/ILS RWY 35 AMDT 24/RADAR-1 AMDT 6 CIRCLING MDA  
760/HAA 615 CATS C/D, VIS 1 3/4 CAT C REASON TMPRY  
CRANE 1 4 NM NW OF ARPT.

FDC 4/1336 FI/T /TVI/THOMASVILLE GA THOMASVILLE  
MUNI RWY 22 AMDT 3 VOR RWY 22 AMDT 7 VOR/DME RWY  
22 AMDT 1 RNAV RWY 32 AMDT 1. CHANGE NOTE TO  
READ ACTIVATE ODALS RWY 22 CTAF

FDC 3/662 FI/T /ATL/ THE WILLIAM B HARTSFIELD  
ATLANTA INTL ATLANTA, GA, ILS RWY 8 AMDT 54 ADD  
NOTE, LOC UNUSBL INSIDE RWY THR

FDC 3/2574 FI/T AWY V185 AGS VORTAC /AUGUSTA GA / TO  
GRD VORTAC/ GREENWOOD SC/ NA USING AGS R-003 USE  
GRD R-180 AGS TO GRD

#### KENTUCKY

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/215 FI/T /SDF STANDIFORD FIELD LOUISVILLE,  
KY ILS RWY 1 AMDT 6 AND HI ILS/DME RWY 1 AMDT 3  
DH 718 HAT 250

FDC 4/233 FI/T /126/HENDERSON CITY-COUNTY HENDERSON  
KY NDB RWY 8 ORIG NA SUNSET TO 0700 LCL DAILY

FDC 4/255 FI/T /SME/SOMERSET-PULASKI COUNTY  
SOMERSET KY NDB RWY 4 AND SDF RWY 4 AMDTs 2 PROC  
NA FROM 2400 TO 1100Z, 2000-0700 LCL/

FDC 4/256 FI/T /SME/SOMERSET-PULASKI COUNTY  
SOMERSET KY NDB RWY 4 AMDT 2 SDF RWY 1 AMDT 2  
PROCS NA AT NIGHT

FDC 4/548 FI/T /105/STURGIS MUNI STURGIS KY NDB  
RWY 36 AMDT 4 NA 1800-0600 LCL DAILY

FDC 4/1365 FI/T /128/ ASHLAND-BOYD COUNTY ASHLAND  
KY RNAV RWY 28 AMDT 1 PROC NA

FDC 3/563 FI/T /198/ ELIZABETHTOWN ELIZABETHTOWN,  
KY RNAV RWY 5 ORIG PROC NA

#### MISSISSIPPI

[NOTICES TO AIRMEN]

#### JACKSON

ALLEN C THOMPSON FIELD ALS RWY 15L OTS UNTIL 18  
AUG 84 (6/84)

[FDC NOTAMS]

FDC 4/864 FI/T /GWO/GREENWOOD-LEFLORE GREENWOOD,  
MS ILS RWY 18 AMDT 3 S-ILS-18 DH 395 VIS 3/4 HAT  
250 ALL CATS. S-LOC-18 VIS 3/4 ALL CATS

FDC 4/1239 FI/P /UBS/COLUMBUS-LOWNDES COUNTY,  
COLUMBUS, MS VOR-A AMDT 9, RWY 17/35 CHANGED TO  
RWY 18/36 CHANGE NOTES TO READ, 1 USE COLUMBUS  
AFB ALTITUDE SETTING 2 ACTIVATE MRL RWY 18/36  
122 9 THIS IS VOR-A AMDT 10

FDC 2/2736 FI/T /JAN / ALLEN C THOMPSON FIELD  
JACKSON, MS ILS RWY 15L AMDT II CAT II NA WHEN  
ATCT CLSD

#### NORTH CAROLINA

[NOTICES TO AIRMEN]

#### ELIZABETH CITY

ELIZABETH CITY CG AIR STATION/MUNI ARPT RWY 01/19  
CLSD 2200-0700 LCL INDEFINITE (6/84)

[FDC NOTAMS]

FDC 4/869 FI/T /MOI/DARE COUNTY REGIONAL MANTO NC  
VOP RWY 16 ORIG PROC NA

FDC 4/952 FI/T /CLT/CHARLOTTE/DOUGLAS INTL.  
CHARLOTTE NC RNAV RWY 23 AMDT 2 PROC NA

FDC 4/976 FI/T/GWW/GOLDSBORO-WAYNE MUNI, GOLDSBORO,  
NC NDB RWY 22 AMDT 1/VOR-B AMDT 1/VOR/DME-A AMDT  
2 OBTAIN LCL ALSTG ON UNICOM 122.8

FDC 4/1019 FI/P AWY NC CORRECT U.S. GOVT CHART  
EAST H-4 DATED 10 MAY 1984 DIXON NC NDB/DME IDENT  
SHOULD READ DELTA INDIA WHISKEY/DIW/VICE DELTA  
INDIA ECHO/DIE/ AR7 FROM DIXON/DIW/TO INT OF J79  
BRG SHOULD BE 019 OUTBOUND AND 199 INBD TURN 085  
INBOUND

FDC 3/1937 FI/T /SOP/ MOORE COUNTY, SOUTHERN PINES,  
NC LOC RWY 5 AMDT 2, RADAR REQUIRED FOR FAF,  
MISSED APPROACH CLIMBING LEFT TURN TO 2500 RADAR  
VECTOR TO SDZ VORTAC AND HOLD HOLD WEST, RIGHT  
TURN, 085 INBOUND WHEN FAYETTEVILLE CTLZ NOT IN  
EFFECT PROCEDURE NA

FDC 3/2582 FI/T /ILM/ NEW HANDOVER COUNTY WILMINGTON  
NC VOR-A /TAC/ ADMT 1 NA

FDC 3/2583 FI/T /ACZ/ HENDERSON FIELD WALLACE NC  
VOR/DME-A AMDT 3 NA

PUERTO RICO

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

NO NOTICES THIS ISSUE

SOUTH CAROLINA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/159 FI/T /CHS/CHARLESTON AFB/INTL,  
CHARLESTON, SC VOR/DME OR TACAN RWY 3 AMDT 10 SI  
MDA 480/HAA 443 REASON TMPRY 227 FT CRANE 1/4  
MILE SE OF ARPT

FDC 4/850 FI/T /CRE/GRAND STRAND NORTH MYRTLE BEACH  
SC VOR RWY 5 AMDT 5 DME MINIMA S-5 MDA 480 HAT 447  
ALL CATS VOR/DME OR TACAN RWY 5 AMDT 2 S-5 MDA  
480 HAT 447 ALL CATS 225 FT CRANE 3/4 MILES SW OF  
AIRPORT

FDC 4/1423 FI/P /CAE/COLUMBIA METROPOLITAN,  
COLUMBIA, SC NDB RWY 11 AMDT 21 CORRECT US GOVT  
CHART, SE, VOLUME 2, AL-89, PAGE 124, DATED 21 JUNE  
84. PROC TURN ALT 2100

TENNESSEE

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/1030 FI/T /BNA/NASHVILLE METROPOLITAN  
NASHVILLE TN NDB RWY 20R AMDT 3 DME MINS 1060/HAT  
482 ALL CATS VIS RVR 6000 FEET CAT C VOR/DME RWY  
20R AMDT 4 SI MDA 1020/HAT 412 ALL CATS VIS RVR  
6000 FEET CAT C 11/2 CAT D VOR/DME RWY 20L AMDT 2  
SI MDA 1020/HAT 430 ALL CATS VIS 11/4 CAT C 11/2  
CAT D REASON TMPRY CRANES 760 MSL 360853N-  
864121W 8118 FEET NW OF ARPT AND 732 MSL 6881 FEET  
NW OF ARPT /360819N-864150W/

FDC 3/2285 FI/T /THA/ TULLAHOMA MUNI, TULLAHOMA TN,  
VOR-A AMDT 1 VOR/DME-B AMDT 1 ESTIL INT SYI 19 G  
DME ONLY

FDC 3/2580 FI/T /RVN/HAWKINS COUNTY, ROGERSVILLE,  
TN NDB RWY 7 ORIG NIGHT MINS NA

VIRGIN ISLANDS (U.S.)

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

NO NOTICES THIS ISSUE

\*\*\* NORTHEAST \*\*\*

CONNECTICUT

[NOTICES TO AIRMEN]

BRIDGEPORT

IGOR I. SIKORSKY MEMORIAL ARPT. RWY 16/34 CLSD  
INDEFINELY. (6/84)

[FDC NOTAMS]

FDC 3/1025 FI/T /MMK/ MERIDEN MARKHAM MERIDEN, CT  
VOR RWY 36 ORIG NDB RWY 36 AMDT 4 PROC NA AT NIGHT

FDC 2/2967 FI/T /HFD/ HARTFORD-BRAINARD HARTFORD,  
CT. VOR-A AMDT 5, VOR/DME OR VOR/NDB MDA 640/HAA  
621 CAT A MDA 1000/HAA 981 CAT D, NDB-B AMDT 5 MDA  
1000/HAA 981 CAT D

DELAWARE

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/1272 FI/T /ILG/GREATER WILMINGTON-NEW CASTLE COUNTY WILMINGTON DE NDB RWY 1 AMDT 15 SI MDA 700/HAT 624 ALL CATS VIS RVR 6000 CAT C 1 3/4 CAT D CIRCLING MDA 700/HAA G20 ALL CATS VIS 1 3/4 CAT C

FDC 3/810 FI/T /ILG/ GREATER WILMINGTON NEW CASTLE COUNTY WILMINGTON, DE NDB RWY 1 AMDT 15 ILS RWY 1 AMDT 17 LOC ONLY WHEN ATCT CLSD ALTN MINS NA

DISTRICT OF COLUMBIA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/528 FI/T /DCA/WASHINGTON NATIONAL, WASHINGTON, D C TKOF MINS RWY 33 500-1 OR STANDARD WITH MIN CLIMB OF 350 FT/NM TO 500 RADAR-1 AMDT 22, SI-15 MDA 720/HAT 705 ALL CATS CIRCLING MDA 720/HAA 704 ALL CATS SI AND CIRCLING VIS 2 CAT C, 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D VOR RWY 15 AMDT 5, DUAL VOR OR VOR/DME MINS SI-15 MDA 720/HAT 705 ALL CATS CIRCLING MDA 720/HAA 704 ALL CATS SI-15 AND CIRCLING VIS 2 CAT C, 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D ILS RWY 36 AMDT 32 CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D ALTN MINS SI-ILS 800 - 2 1/4 CAT D, SI-LOC VIS 2 1/4 CAT D NDB RWY 36 AMDT 6 CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D VOR RWY 36 AMDT 7, CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D RNAV RWY 3 AMDT 5 CIRCLING MDA 720/HAA 704 CAT D RNAV RWY 33 AMDT 3, CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D, RNAV-1 AMDT 4 CIRCLING MDA 720/HAA 704 CAT D VIS 2 1/4 CAT D ALTN MINS VIS 2 1/4 CAT D

FDC 4/1173 FI/T /IAD/DULLES INTL WASHINGTON D C RADAR-1 AMDT 11 SI 12 ASR NA

FDC 2/2587 FI/T /DCA/ WASHINGTON NATIONAL WASHINGTON, D C ILS RWY 36 AMDT 32 SI-LOC-36 MDA 500 HAT 486 ALL CATS

MAINE

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/308 FI/T /BGR/BANGOR INTL, BANGOR, ME VOR/DME RWY 15 AMDT 1, SI VIS CAT A/B/C RVR 2400, CAT D RVR 5000 CAT D SI VIS INCREASED 1/4 MILE FOR INOP SSALR LOC RWY 15 ORIGINAL, SI VIS CATS A/B RVR 2400, CATS C/D RVR 5000

FDC 4/1346 FI/P /B20/EASTERN SLOPES REGIONAL/FRYEBURG ME NDB-B ORIG/AL-5857/CORRECT U.S. GOVT CHART U.S. NORTHEAST VOL-1 DATED 7 JUN 1984 FREQ FOR SEBAGO/S20/NDB IS 227 VICE 220

MARYLAND

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/325 FI/T /HGR/WASHINGTON COUNTY REGIONAL HAGERSTOWN MD ILS RWY 27 AMDT 4 SI ILS VIS 3/4 ALL CATS SI LOC VIS 1 ALL CATS INOP TABLE DOES NOT APPLY TO MALSR

FDC 3/1208 FI/T /BWI/ BALTIMORE-WASHINGTON INTL/ BALTIMORE MD VOR RWY 33L AMDT 3 SI-33L MDA 800/HAT 658 ALL CATS VIS 1/2 CATS A/B 1 1/4 CAT C 1 1/2 CAT D CIRCLING MDA 800/ HAA 654 ALL CATS VIS CAT C 1 3/4

FDC 1/2943 FI/T /BWI/ BALTIMORE-WASHINGTON INTL/ BALTIMORE, MD VOR /DME RWY 22 AMDT 6, RNAV RWY 22 AMDT 4 PROC NA

MASSACHUSETTS

[NOTICES TO AIRMEN]

NORTHAMPTON

LA FLEUR ARPT. CLSD TO TURBO ACFT 7500 LBS/OVER (6/84)

[FDC NOTAMS]

FDC 4/120 FI/T /3B2/MARSHFIELD, MARSHFIELD, MA NDB RWY 6 ORIG, PROC NA

FDC 4/678 FI/T /BED/LAURENCE G HANSCOM FLD BEDFORD MA VOR RWY 23 AMDT 5 PROCEDURE NA

FDC 4/679 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN INTL BOSTON MA ILS RWY 33L AMDT 19 ALTN MISSED APCH CLIMB TO 1500 VIA HEADING 330 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LQ LDM AND HOLD NE LT 215 INBOUND

FDC 4/680 FI/T /3B2/MARSHFIELD, MARSHFIELD MA. VOR-A AMDT 4. DME REQUIRED

FDC 4/772 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN INTL BOSTON, MA VOR/DME RWY 15R AMDT 14 VOR/DME RWY 27 AMDT 1 VOR RWY 33L AMDT 17, PROC NA

FDC 4/774 FI/T /2B2/PLUM ISLAND NEWBURYPORT, MA. VOR RWY 10 AMDT 3, TRML ROUTE BOSTON /BOS/VORTAC TO LAWRENCE/LWM/VOR NA

FDC 4/775 FI/T /B09/TFW-MAC, TEWKSBURY, MA. VOR RWY 21 AMDT 6, TRML ROUTE BOSTON/BOS/VORTAC TO LAWRENCE /LWM/ VOR NA

FDC 4/920 FI/T /LWM/ LAWRENCE MUNI, LAWRENCE MA. VOR RWY 23 AMDT 8, TRML ROUTE BOS VORTAC TO LWM VOR NA

FDC 4/997 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN INTL/ BOSTON/MA. ILS/DME RWY 15R AMDT 8 TRML RTE MHT VORTAC TO SWIGG INT NA VOR/DME RWY 15R AMDT 14 MHT VORTAC TO BOS 15 DME NA

FDC 4/1103 FI/T /AWYS/MA. V205 WETTR, MA SCUPP, MA FIX MEA 9000 V16/475 BOSTON VORTAC TO MILIS, MA FIX MEA 3000 V16 MILIS, MA FIX TO WILK1, MA FIX MEA 4000, WILK1, MA FIX TO CDP MEA 4000. V3/205

BOSDX, MA FIX TO KITTY, MA FIX MEA 45000, KITTY, MA  
FIX TO LAYER, MA FIX MEA 6000. SCUPP MRA 9000  
EXALT MRA 5500 WILKI MRA 4000 MILIS MRA 3000  
SEWER MRA 17000. STOOD MRA 13000 TUCKE MRA 13000  
FRILL MRA 6000 DRUNK MRA 5000 WHAMY MRA 6000  
V141 HYANNIS VORTAC TO BOSTON VORTAC CDP HYANNIS 40  
ME/ BOSTON 12 DME

#### NEW HAMPSHIRE

[NOTICES TO AIRMEN]

#### WHITEFIELD

WHITEFIELD REGIONAL ARPT- LOC RWY 10 (I-HIE) QTS  
INDEFLY (6/84)

[FDC NOTAMS]

FDC 4/773 FI/T /MHT/MANCHESTER ARPT/GRENIER  
INDUSTRIAL AIRPARK, MANCHESTER, NH ILS RWY 35 AMDT  
13. TRML ROUTE BOSTON /BDS/VORTAC TO PELAN INT NA

FDC 4/961 FI/T /LCI/LACONIA MUNI LACONIA NH NDB RWY  
8 AMDT 6. LOC RWY 8 AMDT 7. SI MINS AND CIRCLING TO  
RWY 26 NA TKOF MINS RWY 8 17 26 NA RWY 35 400-2  
DEP PROCS: RWY 35 CLIMB RWY HDG TO 1100 THEN LEFT  
TURN DIRECT BLO NDB CLIMB IN HOLDING PATTERN  
/WEST. LEFT TURNS 084 INBOUND/ TO MEA BEFORE  
PROCEEDING ON COURSE

FDC 4/1003 FI/T /ASH/BOIRE FLD NASHUA NH RNAV RWY  
32 AMDT 2 PROC NA

#### NEW JERSEY

[NOTICES TO AIRMEN]

#### CROSS KEYS

CROSS KEYS ARPT RWY 27 THR DSPLCD 197 FT (6/84)

#### LINCOLN PARK

LINCOLN PARK RWY 01/19 NOW 2942 FT BY 40 FT  
(6/84)

[FDC NOTAMS]

FDC 4/875 FI/T /16N/ CAMDEN-BURLINGTON COUNTY,  
BERLIN, NJ. VOR-A AMDT 1, PROC NA.

FDC 4/1317 FI/P /TEB/TETERBORO, TETERBORO, NJ. NDB  
RWY 6 AMDT 16, ILS RWY 6 AMDT 23. DELETE DUZEL  
LOM/LS/. THIS IS NDB RWY 6 AMDT 16 AND ILS RWY 6  
AMDT 24.

FDC 4/1326 FI/P /EWR/NEWARK INTL NEWARK NJ NDB RWY  
4L AMDT 6 TRML ROUTE GRITY INT TO CHESA LOM - CRS  
039. FAC 039. NDB RWY 4R AMDT 2. TRML ROUTE GRITY  
INT TO LIZAH LOM - CRS 039. FAC 039. ILS RWY 4R  
AMDT 3. TRML ROUTE GRITY INTO TO LIZAH LOM - CRS  
039. FAC 039. SIDESTEP RWY 4L VIS RVR 5000 CATS  
A/B/C. ILS RWY 4L AMDT 6. TRML ROUTE GRITY INT TO  
CHESA LOM - CRS 039. FAC 039 SIDESTEP RWY 4R VIS  
RVR 5000 CATS A/B/C. THIS IS NDB RWY 4L AMDT 7, NDB  
RWY 4R AMDT 3, ILS RWY 4R AMDT 4, ILS RWY 4L AMDT  
7.

FDC 4/1337 FI/P /LDJ/LINDEN/LINDEN/NJ NDB-B AMDT  
3. CORRECT U.S. GOVT CHART NE, VOLUME 3, AL-6291,  
PAGE 130, DATED 7 JUN 84. TRML ROUTE HARRY INT  
(IAF) TO SAYER INT 092/9 4 HEADING AND DSTC 046/5.3  
(GKQ BRG 226)

FDC 3/697 FI/T /72N/ MANAHAWKIN MANAHAWKIN, NJ  
VOR-A ORIG. PROC NA AT NIGHT

FDC 2/1058 FI/T /39N/ PRINCETON/ PRINCETON/ NJ  
VOR-A AMDT 5/ RNAV RWY 10 AMDT 1 WHEN TRENTON ATCT  
NOT IN OPN PROCS NA

#### NEW YORK

[NOTICES TO AIRMEN]

SPECIAL NOTICE AIRCRAFT ARE ADVISED TO REMAIN 1/2  
MILE FROM AND NOT TO GO BELOW 800 FT MSL IN  
VICINITY OF THE STATUE OF LIBERTY DAILY 0700 TO  
1900 LCL MON THRU FRI (3/84)

[FDC NOTAMS]

FDC 4/458 FI/T /IAG/NIAGARA FALLS INTL, NIAGARA  
FALLS NY LOC BC RWY 10L AMDT 4 ADD NOTE  
DISREGARD ALL GLIDE SLOPE INDICATIONS

FDC 4/801 FI/T /FOK/ SUFFOLK COUNTY, WESTHAMPTON  
BEACH, NY NDB RWY 24 AMDT 1, ILS RWY 24 AMDT 5.  
LOC BC RWY 6 AMDT 1, HI-ILS RWY 24 AMDT 1, HI-TACAN  
RWY 6 AMDT 1, HI-TACAN RWY 24 AMDT 1. CHANGE THE  
MSA FOR EACH OF THE ABOVE PROCEDURES TO 1900.

FDC 4/946 FI/T /FOK/SUFFOLK COUNTY, WESTHAMPTON  
BEACH, NY LOC BC RWY 6 AMDT 1 PROC NA

FDC 4/1053 FI/T /AWY NY V-162 HUO VORTAC TO BERGE  
INT NY MEA 5000

FDC 3/1479 FI/T /3G7/ WILLIAMSON-SODUS, WILLIAMSON-  
SODUS, NY VOR/DME RWY 10 ORIG, PROC NA

#### PENNSYLVANIA

[NOTICES TO AIRMEN]

#### INDIANA

INDIANA COUNTY/JIMMY STEWART FLD/LOC RWY 28 (I-IDI)  
QTS INDEFLY. (6/84)

[FDC NOTAMS]

FDC 4/814 FI/T /AGC/ALLEGNEY COUNTY PITTSBURGH PA  
NDB RWY 10 AMDT 6. ADD NOTE WHEN ATCT NOT IN OPN  
SSALR BECOMES SSALS. ACTIVATE SSALS RWY 28 121.1.

FDC 4/945 FI/T /A00/ALTOONA-BLAIR COUNTY, ALTOONA,  
PA. ILS RWY 20 AMDT 3. SI-ILS DH 1737/HAT 250 VIS  
3/4 ALL CATS INOP TABLE DOES NOT APPLY TO SI-ILS  
SI-LOC VIS 3/4 CAT A, WHEN MALSR INOP INCREASE SI-  
LOC CAT A 1/4 MILE.

FDC 4/947 FI/T AWYS PA. V-31 HARRISBURG VORTAC TO  
SELINGSGROVE VORTAC MEA 4000 V-12 HARRISBURG  
VORTAC TO GERMS INT PA DELETE MOCA

FDC 4/1191 FI/T /LNS/LANCASTER, LANCASTER PA VOR  
RWY 8 AMDT 15 SI MDA 1300/HAT 901 ALL CATS VIS  
CATS A/B 3/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING  
MDA 1300/HAA 897 ALL CATS VIS CATS A/B 1 1/4, CAT  
C 2 3/4, CAT D 3. ALTN MINS CATS A/B 1000-2, CATS  
C/D 1000-3

FDC 4/1312 FI/T /AWYS PA J109 MIROY PA. INT/EEY R-  
002/69 DME/ TO WEVEL PA. INT/BUF R-182/101 DME/MEA  
23000, CDP EEY 78NM/ BUF 150 NM..



1/1322 FI/P /LNS/LANCASTER, LANCASTER PA ILS  
8 AMDT 9 CORRECT US GOVT CHART, NE. VOLUME 2,  
37, PAGE 138, DATED 7 JUN 1984 CTAF 120.9

3/661 FI/T /MDY/ HARRISBURG INTL-OLMSTED FIELD  
-ETOWN, PA CFR INDEX C AVBL 0600-2400 LCL CFR  
\* B AVBL 2400-0600 LCL 24 HR NOTICE REQUIRED  
CFR INDEX C SVC 2400-0600 LCL

#### RHODE ISLAND

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

4/462 FI/T /OQU/QUONSET STATE, NORTH KINGSTOWN,  
ILS RWY 16 AMDT 1, WHEN ATCT CLOSED ACTIVATE  
R RWY 16 AND HIRL RWY 16-34 ON 121.2

4/1048 FI/P /2B4/NEWPORT STATE NEWPORT RI LOC  
22 AMDT 3 CORRECT U S GOVT CHART CHANGE NOTICE  
594 PAGE 186 DATED 10 MAY 84 PAYEN INT-PVD R-  
38/5 15 DRW R-090

4/1327 FI/P /2B4/NEWPORT STATE, NEWPORT RI LOC  
22 AMDT 3/AL-5594/ CORRECT US GOVT CHART US  
-EAST VOL 1 PAYEN INT PVD 5 2 DME ALSO USES  
R-090 AS PART OF DESCRIPTION

#### VERMONT

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

4/574 FI/T /4V8/MOUNT SNOW, WEST DOVER, VT NDB  
1 ORIG PROC NA.

4/990/FI/T EFK NEWPORT STATE AIRPORT NEWPORT  
NDB-A AMDT 1 PROC NA.

3/1428 FI/T /RUT/ RUTLAND STATE, RUTLAND VT  
RWY 19 AMDT 2/ TRML ROUTE MUDDI INT TO IRA NDB  
5 6.

#### VIRGINIA

[NOTICES TO AIRMEN]

2Y NDB (GDY) DCMSND. (6/84)

[FDC NOTAMS]

4/26 FI/T /SHD/ SHENANDOAH VALLEY STAUNTON-  
ESBORO-HARRISONBURG VA ILS RWY 4 AMDT 4, SI  
MDA 1620/HAT 437 ALL CATS VIS 3/4 CAT C 1 CAT  
NDB RWY 4 AMDT 6, SI MDA 1700/HAT 517 ALL CATS  
1 CAT C 1 1/2 CAT D, CIRCLING MDA 1700/HAA 499  
A/B/C

4/31 FI/T /W16/ WINCHESTER MUNI, WINCHESTER,  
VOR/DME-A AMDT 1, MISSED APCH CLIMBING LEFT  
TO 3000 VIA MRB R-230 TO MRB VORTAC.

FDC 4/299 FI/T /W07/SHANNON FREDRICKSBURG VA VOR  
RWY 23 AMDT 5 SI MDA 720/HAT 635 ALL CATS VIS 1  
3/4 CAT C, CAT D 2, CIRCLING MDA 720/HAA 635 CATS  
A/B/C, CAT C VIS 1 3/4, CAT D VIS 3

FDC 4/1131 FI/T /CHO/CHARLOTTESVILLE-ALBEMARLE,  
CHARLOTTESVILLE VA RNAV RWY 3 AMDT 2 PROC NA

FDC 4/1331 FI/T /PVG/HAMPTON ROADS, PORTSMOUTH VA  
NDB RWY 2 AMDT 2 SI MDA 540 HAT 517 ALL CATS  
VIS 1 1/2 CAT C, 1 3/4 CAT D CIRCLING MDA 540/HAA  
517 CATS A/B/C

FDC 2/1643 FI/T /FAF/ FELKER AAF, FORT EUSTIS, VA  
NDB-A AMDT 1 MDA 720, HAA 708 ALL CATS, VIS CAT C  
2 MI, CAT D 2 1/4 MI NDB /VOR MINS NOT BELOW 720  
UNTIL PASSED HOG POINT INT

#### WEST VIRGINIA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/37 FI/T /MRB/ EASTERN WV REGIONAL  
AIRPORT/SHEPHERD FIELD, MARTINSBURG, WV ILS RWY 26  
AMDT 3 AND VOR-A AMDT 5 MISSED APCH CLIMBING LEFT  
TURN TO 3000 DIRECT MRB VORTAC

FDC 4/514 FI/T EKN AWY V469 EKN VORTAC TO TYGAR  
INT WV MEA 7000 V37/V103 EKN VORTAC TO CKB VOR/DME  
MEA 7000

FDC 4/933 FI/T /EKN/ELKINS-RANDOLPH CNTY-JENNINGS  
RANDOLPH FLD, ELKINS, WV VOR/DME-B AMDT 2 PROC  
NA.

FDC 4/963 FI/T/CKB/BENEDUM, CLARKSBURG WV, ILS RWY  
21 AMDT 8 TRML ROUTE CKB VOR/DME TO ARCAT INT DME  
OR RADAR REQUIRED WHEN CTLZ IN OPN TRML ROUTES  
METZE INT TO ARCAT INT AND TYGAR INT TO ARCAT INT  
RADAR REQUIRED WHEN CTLZ NOT IN OPN TRML ROUTES  
METZE INT TO ARCAT INT AND TYGAR INT TO ARCAT INT  
NA

FDC 4/968 FI/T /AWY V38 ELKINS VORTAC TO BUGEL  
INT/WV AND MITER INT/VA TO GORDONSVILLE VORTAC  
MOCAS NOT AUTHORIZED.

FDC 4/1029 FI/T /IO7/SUMMERSVILLE SUMMERSVILLE WV,  
NDB RWY 4 ORIG SDF RWY 4 ORIG TRML RTE BKW VORTAC  
TO STAMM INT CRS 024.

FDC 4/1083 FI/T /HTS/TRI-STATE/WALKER-LONG FIELD  
HUNTINGTON WV ILS RWY 12 AMDT 7 NDB RWY 12 AMDT  
14 CHANGE NOTE TO READ... B. ACTIVATE SSALS RWY 12  
HIRL VASI RWY 12-30 MRL VASI RWYS 3-21 AND REILS  
RWYS 3-21-30 CTAF, ILS RWY 30 AMDT 1 CHANGE NOTE TO  
READ... WHEN CONTROL TOWER CLSD ACTIVATE SSALS RWY  
12 HIRL VASI RWY 12-30 MRL VASI RWY 3-21 AND REILS  
RWYS 3-21-30 CTAF

FDC 4/1230 FI/T /HLG/WHEELING OHIO CO WHEELING/WV,  
ILS RWY 3 AMDT 16/VOR RWY 21 AMDT 9, CIRCLING MINS  
WITH WHEELING ALSTG - MDA 1900/HAA 704 CAT D, VIS 2  
1/4 CAT D, ALTN MINS 800-2 1/4 CAT D.

FDC 4/1358 FI/I /HLG/WHEELING-OHIO CO, WHEELING WV,  
VOR RWY 21 AMDT 9, ALTN MISSED APCH/CLIMBING RIGHT  
TURN TO 3000 DIRECT WHEELING VORTAC AND HOLD NE  
RIGHT TURNS 223 INBOUND

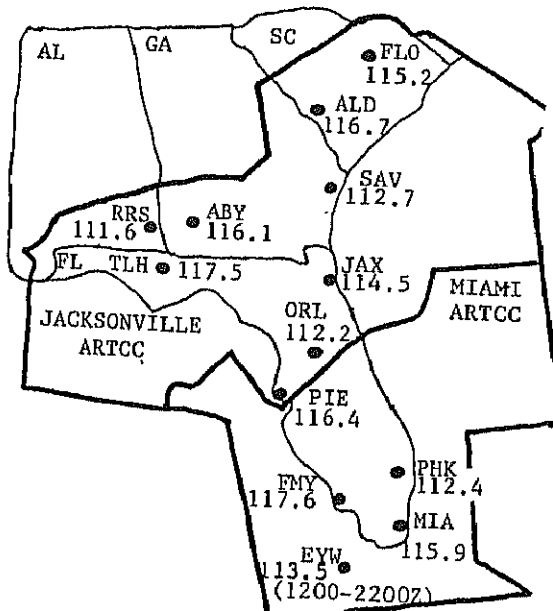
FDC 3/1074 F1/T /HTS/ TRI-STATE/WALKER LONG FIELD  
HUNTINGTON, WV NDB RWY 12 AMDT 14 PROC NA

HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS)

HIWAS is a national program for broadcasting hazardous weather information (SIGMET's, convective SIGMET's, AIRMET's, and urgent PIREP's) on a continuous basis over selected VOR's. The program is now operational in the Jacksonville and Miami ARTCC areas. The chart below identifies the present HIWAS broadcast outlet locations and frequencies. HIWAS will be expanded on an ARTCC by ARTCC basis.

The Federal Aviation Administration will begin an evaluation of proposed HIWAS procedural revisions on December 16, 1983. During the evaluation, SIGMET's, convective SIGMET's, AIRMET's, and urgent PIREP's will continue to be broadcast over the VOR's on the chart below. In addition, FSS's will add to HIWAS broadcasts information on hazardous weather not yet covered by an advisory and make an announcement on their frequencies that new HIWAS information is available. Controllers in ARTCC's and ATC terminals will announce updates to HIWAS information on all appropriate frequencies. Controllers and specialists will not routinely broadcast SIGMET's, convective SIGMET's, or AIRMET's in the commissioned HIWAS areas.

PILOTS SHOULD BE ALERT FOR HIWAS UPDATE ANNOUNCEMENTS ON COMMUNICATIONS FREQUENCIES.



User comments regarding the effectiveness of the HIWAS program and the proposed revision to HIWAS procedures are solicited.

Mail comments to:

Department of Transportation  
Federal Aviation Administration  
ATTN: AAT-360  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

Note: For further information on the HIWAS program, refer to the Airman's Information Manual (A.I.M.) and Airport/Facility Directory.

# Washington, D.C. and Columbus, Ohio Public Demonstration Voice Response System (VRS) Changes

The Federal Aviation Administration is conducting a computer generated Voice Response System (VRS) public demonstration in the Washington, D.C. and Columbus, Ohio areas. Pilots access the VRS via push-button (Touch-tone<sup>R</sup>) telephones, and normally have six weather products available.

Due to a maintenance requirement the six (weather) product VRS has been taken off the line, and temporarily replaced by a three-product system. Weather products lost are the TWEB Route Forecast, Convective SIGMET, and Alert Weather Watch. Available are the Hourly Surface Observation (SA), Terminal Forecast (FT), and Winds Aloft Forecast (GF).

Although both systems appear to function the same, the three-product VRS also features an "Unprompted" mode of operation, which enables the user to obtain a weather observation or forecast directly. This mode can be selected by entering \*,M in response to the VRS prompt, "Enter location identifier." The following pilot/VRS dialogue shows key-stroke entries for weather requests using Washington National (DCA) as an example, utilizing the Unprompted mode.

VRS "Enter location identifier"  
 PILOT \*,M  
 VRS "Enter request"  
 PILOT enters any one of the following requests:

Hourly Surface Observation: D-1,C-3,A-1,S,A;##  
 Terminal Forecast: D-1,C-3,A-1,F,T;##  
 \*Winds Aloft Forecast: D-1,C-3,A-1,#,2,#,8,0;##

## Notes:

- \*The Winds Aloft Forecast entry example above is decoded as follows:  
 D-1,C-3,A-1 = Location identifier for Washington National (DCA).  
 # = Single "Pound" key used as a data separator.  
 2 = Forecast wanted for two hours hence.  
 # = Single "Pound" key used as a data separator.  
 8,0 = Forecast wanted for 8,000 feet. Notice that the VRS adds two zeroes to your entry, so only enter 2 or 3 digits.  
 ## = End of data entry.
- Please notice that for SA and FT requests, the letter entries S,A and F,T are single key-strokes, unlike the double key-strokes required to enter letters and numbers in location identifiers. Similarly, numbers entered for the hours and altitude in Winds Aloft Forecasts are also single key-strokes.
- To transfer back into the Prompted mode from the Unprompted mode, enter \*,M in response to the VRS prompt, "Enter request."
- To access the VRS, dial one of the following telephone numbers:  
 Washington, D.C. (202)347-3222  
 Columbus, Ohio (614)461-1659

Comments, questions and requests for more information should be addressed to:

VRS  
 DOT/FAA Technical Center  
 ACT-250  
 Atlantic City, NJ 08405

### AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)

The Federal Aviation Administration is evaluating the reliability and acceptability of automated weather reporting systems in a 1-year test beginning in August 1983. Fourteen sites were selected to test a variety of geographical and meteorological conditions. The systems will be of the AWOS-3 category providing altimeter setting and wind data, temperature, dewpoint and density altitude, visibility, and cloud/ceiling data. The test site airports and voice telephone numbers and frequencies across the continental United States and Alaska are:

<u>Airport</u>	<u>Telephone Numbers</u>	<u>Frequency</u>
Auburn, AL	205-821-4932	D 120.3
Bremerton, WA	206-674-2196	D 121.2
Dubuque, IA	319-557-1933	D 118.15
Galena, AK	907-656-1654	V 114.8
Houghton, MI	906-482-2529	V 112.8
Houma, LA	504-879-4205	V 112.0
Houston, TX	713-643-2166	V 117.6
Keene, NH	603-357-4170	V 109.4
Muncie, IN	317-282-1260	V 114.4
Wash. Natl., DC	703-486-3990	D 128.8
Palm Springs, CA	619-323-7167	V 115.5
San Luis Obispo, CA	805-549-9530	D 120.65
Santa Fe, NM	505-473-2125	V 110.6
Valdez, AK	907-835-2947	D 118.8
D = Discrete		V = VOR

All aviation users are encouraged to monitor these systems and provide their comments on the quality of the system.

Pilot comments are urgently needed to determine acceptability. Postage paid pilot questionnaires are available at local FAA facilities or fixed based operators in the vicinity of each test site.

Questionnaires may be mailed direct or returned to the local FAA facility for mailing to the FAA Technical Center, ACT-110, Atlantic City Airport, NJ, 08405.

Effective July 15-23, 1984

Hotrock 1 High Temporary MOA, LA

Boundaries. Beginning at lat. 31°00'00"N., long. 93°56'00"W.;  
to lat. 31°00'00"N., long. 93°28'50"W.;  
to lat. 30°43'50"N., long. 93°24'00"W.;  
to lat. 30°25'00"N., long. 93°38'30"W.;  
to lat. 30°25'00"N., long. 93°56'00"W.;  
thence to the point of beginning.

Altitudes. 4,000 feet MSL up to and including 15,000 feet MSL.

Times of Use. Sunrise-sunset, July 15-23, 1984.

Controlling Agency. FAA, Houston ARTCC, TX.

Using Agency. 23rd Tactical Fighter Wing, England AFB, LA.

Kirby 1 Temporary MOA, LA

Boundaries. Beginning at lat. 31°17'00"N., long. 93°51'00"W.;  
to lat. 31°18'00"N., long. 93°28'50"W.;  
to lat. 31°00'00"N., long. 93°28'50"W.;  
to lat. 31°00'00"N., long. 93°56'00"W.;  
thence to the point of beginning.

Altitudes. 100 feet AGL up to and including 3,000 feet MSL.

Times of Use. Sunrise-sunset, July 15-23, 1984.

Controlling Agency. FAA, Houston ARTCC, TX.

Using Agency. 23rd Tactical Fighter Wing, England AFB, LA.

Kirby 2 Temporary MOA, LA

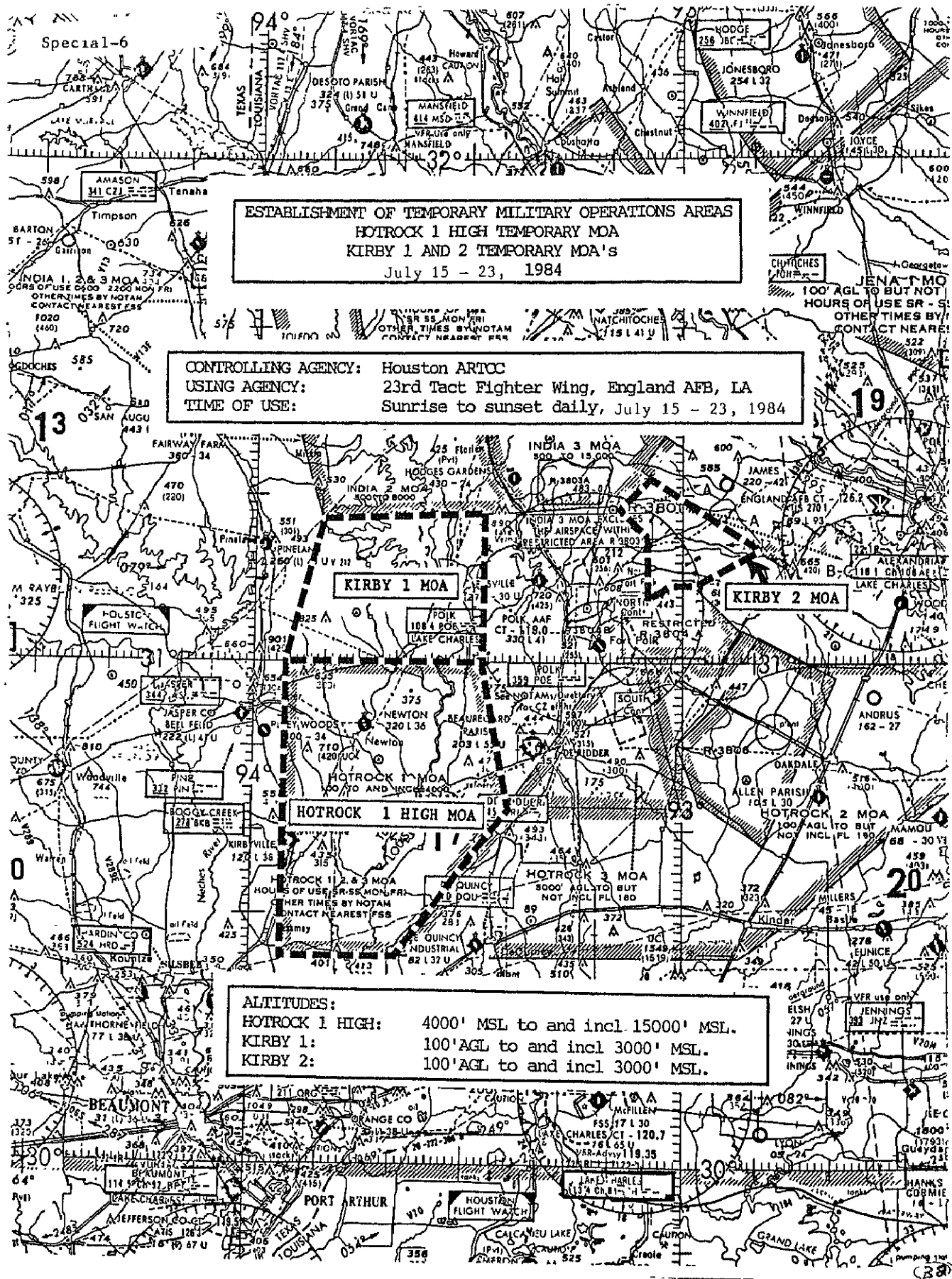
Boundaries. Beginning at lat. 31°18'30"N., long. 93°09'00"W.;  
to lat. 31°22'30"N., long. 93°04'00"W.;  
to lat. 31°13'55"N., long. 92°49'45"W.,  
to lat. 31°09'34"N., long. 92°58'24"W.,  
thence along the northern boundary of R-3804A,  
to lat. 31°08'42"N., long. 93°05'00"W.;  
to lat. 31°15'00"N., long. 93°05'00"W.;  
thence to the point of beginning.

Altitudes. 100 feet AGL up to and including 3,000 feet MSL.

Times of use. Sunrise-sunset, July 15-23, 1984.

Controlling agency. FAA, Houston ARTCC, TX.

Using agency. 23rd Tactical Fighter Wing, England AFB, LA.



Special-6

**ESTABLISHMENT OF TEMPORARY MILITARY OPERATIONS AREAS**  
**HOTROCK 1 HIGH TEMPORARY MOA**  
**KIRBY 1 AND 2 TEMPORARY MOA's**  
July 15 - 23, 1984

**CONTROLLING AGENCY:** Houston ARTCC  
**USING AGENCY:** 23rd Tact Fighter Wing, England AFB, LA  
**TIME OF USE:** Sunrise to sunset daily, July 15 - 23, 1984

**ALTITUDES:**  
**HOTROCK 1 HIGH:** 4000' MSL to and incl 15000' MSL.  
**KIRBY 1:** 100' AGL to and incl 3000' MSL.  
**KIRBY 2:** 100' AGL to and incl 3000' MSL.



KENNEDY SPACE CENTER  
SPECIAL PROCEDURES  
SPACE SHUTTLE LAUNCH AND  
RETURN FROM ORBIT

" Due to the large volume of traffic expected in the area of the Kennedy Space Center for the launch of the Space Shuttle, the following information and special procedures are provided for aircraft arriving and departing space coast airports and for aircraft operating in the area at launch time.

HIGH DENSITY TRAFFIC AREA. Expect to encounter a high volume of all types of aircraft near launch time west of the Indian River in the Titusville/Merritt Island/Cocoa area.

Flight Planning and Pilot Weather Briefing and NOTAM status will be available from Melbourne FSS. Telephone services will be as follows:

Titusville	269-2022 or 783-8833
Merritt Island/ Cocoa	783-8833 or 723-6151
Melbourne	723-6151 or 783-8833
In Florida (toll free)	1-800-432-6281

A direct telephone to the FSS will be provided at the Ti-Co and Merritt Island Airports. Open and close flight plans with Melbourne Radio. Contact FSS for special NOTAM status prior to flight.

AIR TRAFFIC CONTROL.

	<u>Ti-Co</u>	<u>Melbourne Regional</u>
Local Control	118.9	118.2
Ground Control	121.4	121.9
Approach Control	119.25 (Revision)	125.1

MELBOURNE FLIGHT SERVICE:

	<u>Primary</u>	<u>Common</u>	<u>UHF</u>
Melbourne Regional and Valkaria	122.6	122.2	255.4
All Other Area Airports	123.6	122.2	255.4

Note: Aircraft may be able to contact Melbourne Radio on the ground at Ti-Co and Merritt Island Airports on 123.6.

AIRSPACE RESTRICTIONS: (revision)

All aircraft must remain clear of Restricted Areas R2921 thru R2928 and R2930. All airspace below R2921, R2922, R2926 and R2927 is designated as temporary restricted airspace to the surface. All aircraft should remain clear of all coastal warning areas. |

RETURN FROM ORBIT RESTRICTIONS:

When the shuttle has entered orbit for return to the NASA Shuttle Landing Facility at the Kennedy Space Center, the following restrictions will apply. All aircraft must remain clear of Restricted Areas R2921 thru R2928 and R2930. All airspace below R2921, R2922, R2926 and R2927 is designated as temporary restricted airspace to the surface. All aircraft should remain clear of all coastal warning areas.

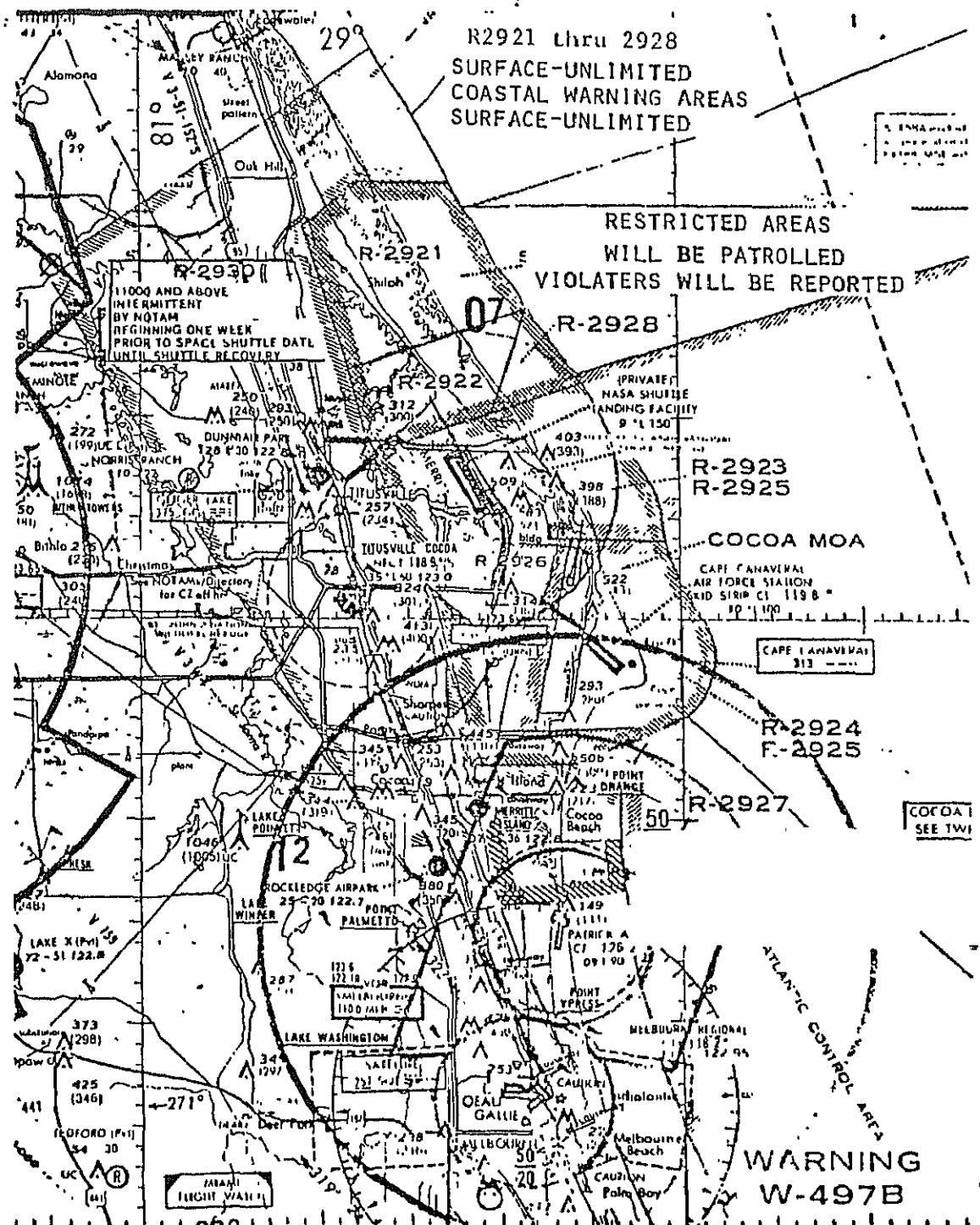
BROADCASTS:

From 1 hour prior to the scheduled launch or recovery of the Space Shuttle, all VFR aircraft should MONITOR Melbourne VOR voice on 110.0 MHz for instructions and information concerning the status of the launch and associated restricted and warning areas.

Pilots should be particularly alert for broadcast instructions to squawk "standby" in the event radar saturation occurs. Further information as to when to resume squawking "normal" will also be broadcast over the Melbourne VOR.

Following the launch, pilots should expect a minimum of 30 minutes before any restricted areas are opened. Some areas may remain closed for other launch activity. R2923 will remain closed. Arthur Dunn Airpark, Ti-Co Airport, and Merritt Island Airport will remain open during the launch activity.

## Special-9



AIRPORT RADAR SERVICE AREAS (ARSA)  
FOR  
AUSTIN, TEXAS  
ROBERT MUELLER MUNICIPAL AIRPORT  
COLUMBUS, OHIO  
PORT COLUMBUS INTERNATIONAL AIRPORT /

Special Airspace designations and associated air traffic control procedures began at the Austin, Texas, Robert Mueller Municipal Airport on December 22, 1983, and the Columbus, Ohio, Port Columbus International Airport on January 19, 1984. Special Federal Aviation Regulation (SFAR) No. 45 which implements this program appeared in the FEDERAL REGISTER (Vol. 48, Page 50038 on October 28, 1983). The following summary of that SFAR is advisory in nature and does not relieve the pilot from compliance with the specific rules set forth in the SFAR.

An Airport Radar Service Area (ARSA) is designated airspace in which each person operating an aircraft must maintain two-way radio communications with air traffic control (ATC). Ultralight vehicles and parachute jump operations in the ARSA are not allowed except under the terms of an ATC authorization. Within these ARSA's, ATC will, in addition to the services and separation currently applied to aircraft operating under instrument flight rules (IFR), resolve any potential conflict between an aircraft operating under IFR and an aircraft operating under visual flight rules (VFR), as well as provide traffic advisory services and arrival sequencing to all aircraft. Pilots are required to comply with ATC clearances and instructions while operating in an ARSA. The purpose of the SFAR is to confirm any national applicability of the recommendation of the National Airspace Review, Terminal Airspace Task Group 1-2.2., that an ARSA program replace the existing Terminal Radar Service Area (TRSA) program.

Unless otherwise authorized or required by ATC, the following provisions apply to aircraft operations within an ARSA.

1. Aircraft arriving at an airport within the ARSA or on an over-flight course that would penetrate the ARSA must establish two-way radio communication with ATC prior to entering the ARSA and maintain that communication while operating within the ARSA.
2. Aircraft departing the primary airport within the ARSA must establish two-way radio communication with ATC prior to departure and maintain that communication while operating within the ARSA. Aircraft departing a satellite airport within the ARSA must contact ATC as soon as practicable after takeoff.
3. Except in an emergency, all operations must be in compliance with ATC clearance and instructions.
4. All arrivals and departures within the ARSA must be in compliance with FAA arrival and departure traffic patterns.
5. Ultralight vehicles and parachute operations may not be conducted within the ARSA except under the terms of an ATC authorization.

6. NOTAM's pertaining to flight within the ARSA must be reviewed as a part of preflight action required by FAR Section 91.5.

See graphics for depiction of ARSA for the Austin, Texas and Columbus, Ohio airports. The same symbology is used to depict ARSA airspace on sectional aeronautical charts. These airspace designations are effective for approximately 1 year.

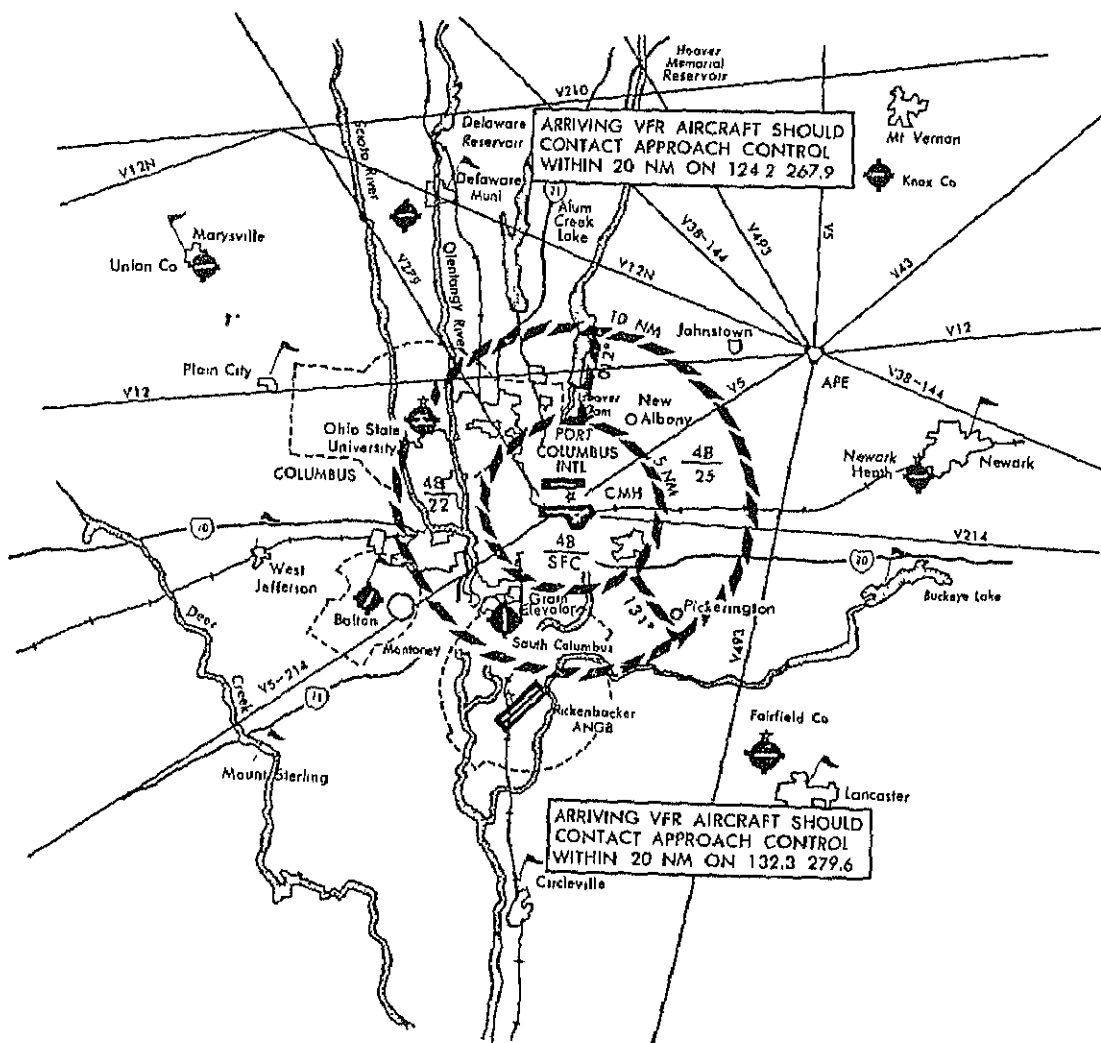
# AIRPORT RADAR SERVICE AREA

(NOT TO BE USED FOR NAVIGATION)

## PORT COLUMBUS INTL. AIRPORT

COLUMBUS, OHIO

FIELD ELEV. 816 MSL



### LEGEND

VFR CHECK POINT

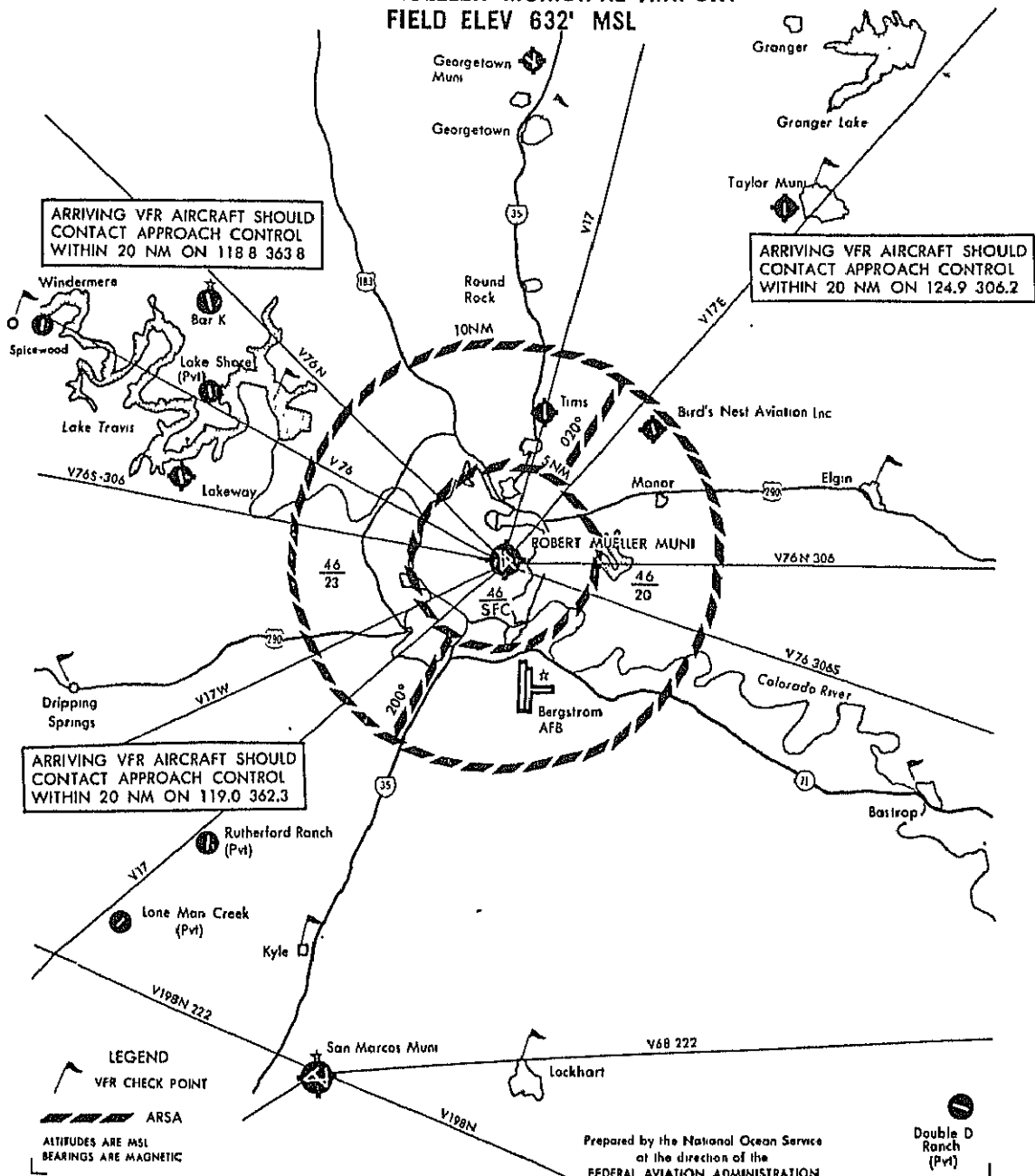
ARSA

ALTITUDES ARE MSL  
BEARINGS ARE MAGNETIC

Prepared by the National Ocean Service  
at the direction of the  
FEDERAL AVIATION ADMINISTRATION

# AIRPORT RADAR SERVICE AREA (NOT TO BE USED FOR NAVIGATION)

## AUSTIN, TEXAS ROBERT MUELLER MUNICIPAL AIRPORT FIELD ELEV 632' MSL

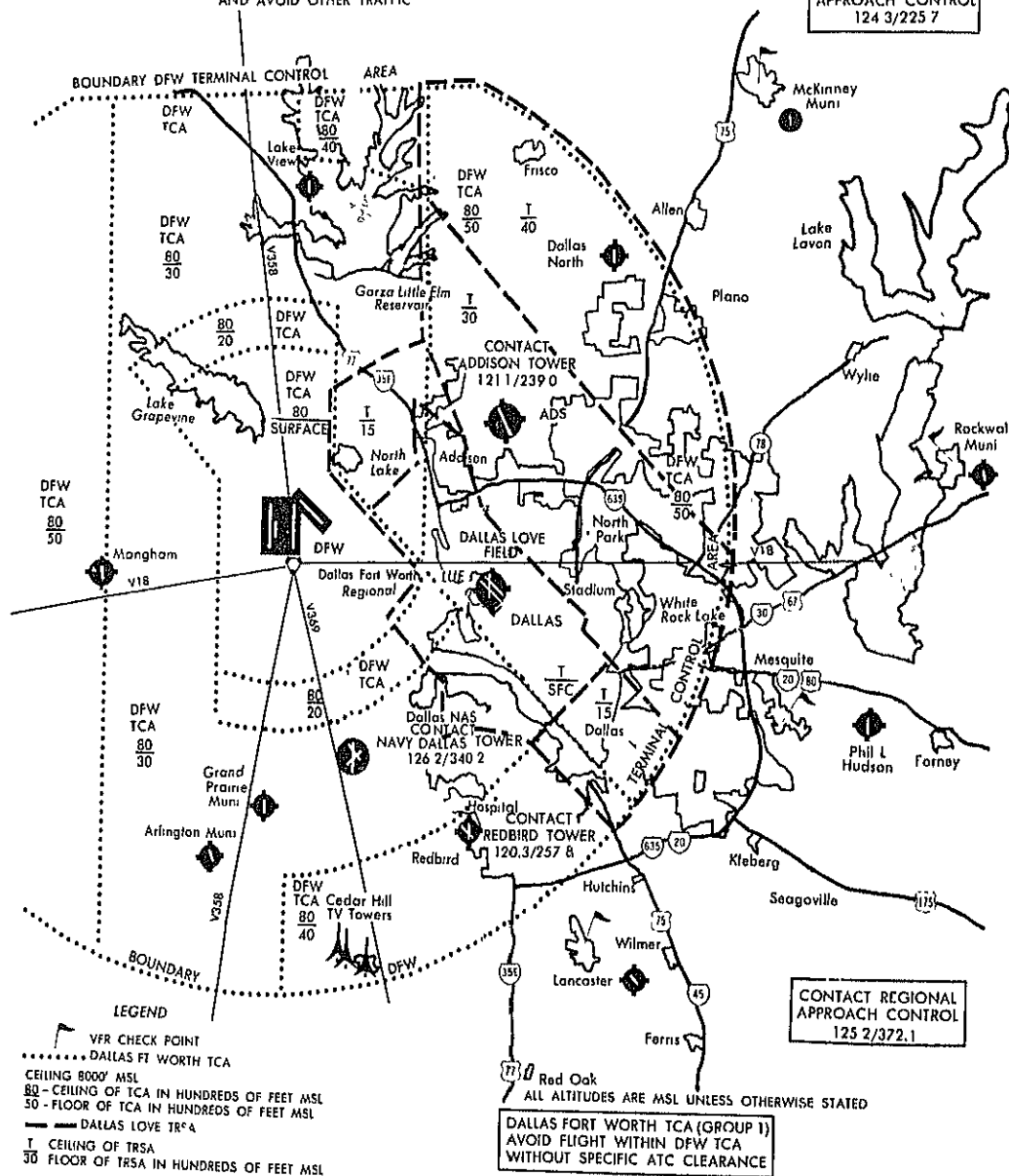


# TERMINAL RADAR SERVICE AREA (NOT TO BE USED FOR NAVIGATION)

## DALLAS LOVE FIELD, TEXAS

DALLAS FORTH WORTH REGIONAL APPROACH CONTROL WILL PROVIDE STAGE III  
RADAR SERVICE THIS TRAFFIC ADVISORY SERVICE DOES NOT RELIEVE  
THE PILOTS OF THEIR RESPONSIBILITY FOR CONTINUED VIGILANCE TO SEE  
AND AVOID OTHER TRAFFIC

CONTACT REGIONAL  
APPROACH CONTROL  
124 3/225 7



Prepared by the National Ocean Service  
at the direction of the  
FEDERAL AVIATION ADMINISTRATION



## TEMPORARY AIR TRAFFIC CONTROL TOWER

BADER FIELD

ATLANTIC CITY, NEW JERSEY

July 2, 1984 - September 30, 1984

In anticipation of the large number of aircraft traveling to and from the Atlantic City Resort Casino Area, the Federal Aviation Administration will operate a temporary air traffic control tower at Atlantic City Municipal-Bader Field, Atlantic City, New Jersey from July 2, 1984 until September 30, 1984.

HOURS OF OPERATION

1200Z (0800 LCL) UNTIL 0400Z (1200 LCL) DAILY

Control Tower Radio Call: "Bader Tower"...Frequency 120.3  
Ground Control Clearance Delivery...Frequency 121.7

STAGE III RADAR SERVICE

Radar service will be available to all aircraft landing and departing Bader Field. Contact Atlantic City Approach Control on 124.6 MHz (310°-129°) or 118.35 (130°-309°) at least 20 miles from Bader Field. We strongly suggest you DO NOT PROCEED INTO THE TRSA until receiving instructions from Atlantic City Approach Control.

VFR AND IFR DEPARTURES

Do not taxi for takeoff until you have received taxi and field information and, if IFR, have received a clearance. Stage III radar service will be provided and pilots should advise Ground Control of: Aircraft identification, type aircraft, direction of flight and/or destination, and initial cruising altitude.

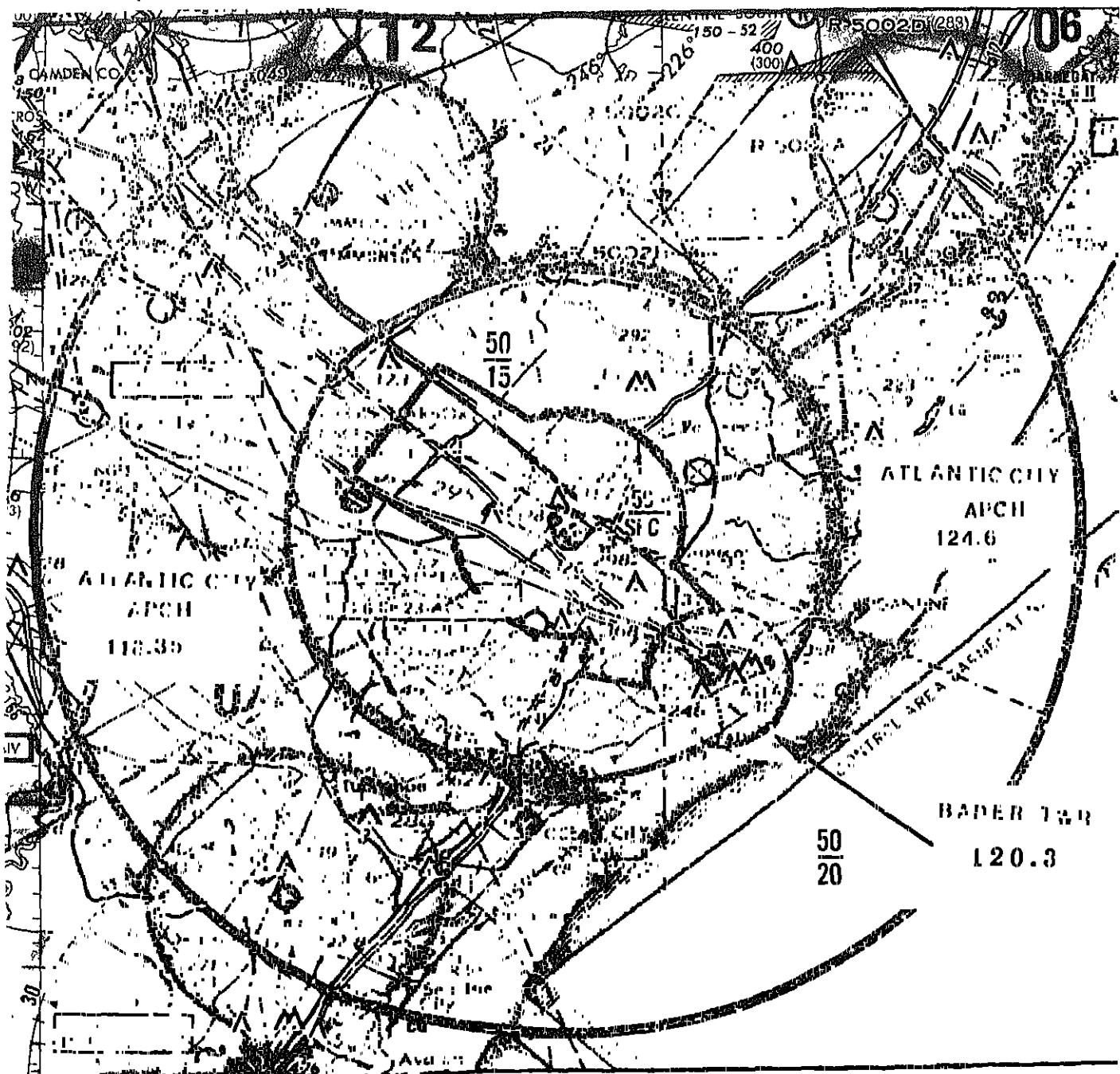
RESTRICTED AREA ADVISORY

Pilots should be aware of the existence of the restricted airspace, R-5002, north of Bader Field. R-5002 is a military aircraft ordnance firing area and pilots are cautioned the penetration of restricted areas may be extremely hazardous.

TRAFFIC PATTERNS

Traffic patterns have been established for fixed wing and helicopter aircraft so that aircraft flight will be away from prominent obstruction within Atlantic City.

Attachment



Effective May 10, 1984

Saddle A & B Temporary MOA's, OR

Saddle "A" MOA boundaries:

Beginning at: 43° 30' 00" N      117° 35' 00" W to  
43° 30' 00" N      117° 14' 00" W to  
43° 11' 00" N      117° 08' 00" W to  
42° 52' 30" N      117° 35' 00" W to  
Point of Beginning.

Saddle "B" MOA boundaries:

Beginning at: 43° 30' 00" N      117° 35' 00" W to  
42° 52' 30" N      117° 35' 00" W to  
42° 50' 00" N      117° 38' 00" W to  
42° 47' 00" N      117° 51' 00" W to  
43° 21' 30" N      118° 35' 00" W to  
43° 30' 00" N      118° 25' 30" W to  
Point of beginning.

Altitudes. Saddle A - 10,000 feet MSL to but not including FL 180.

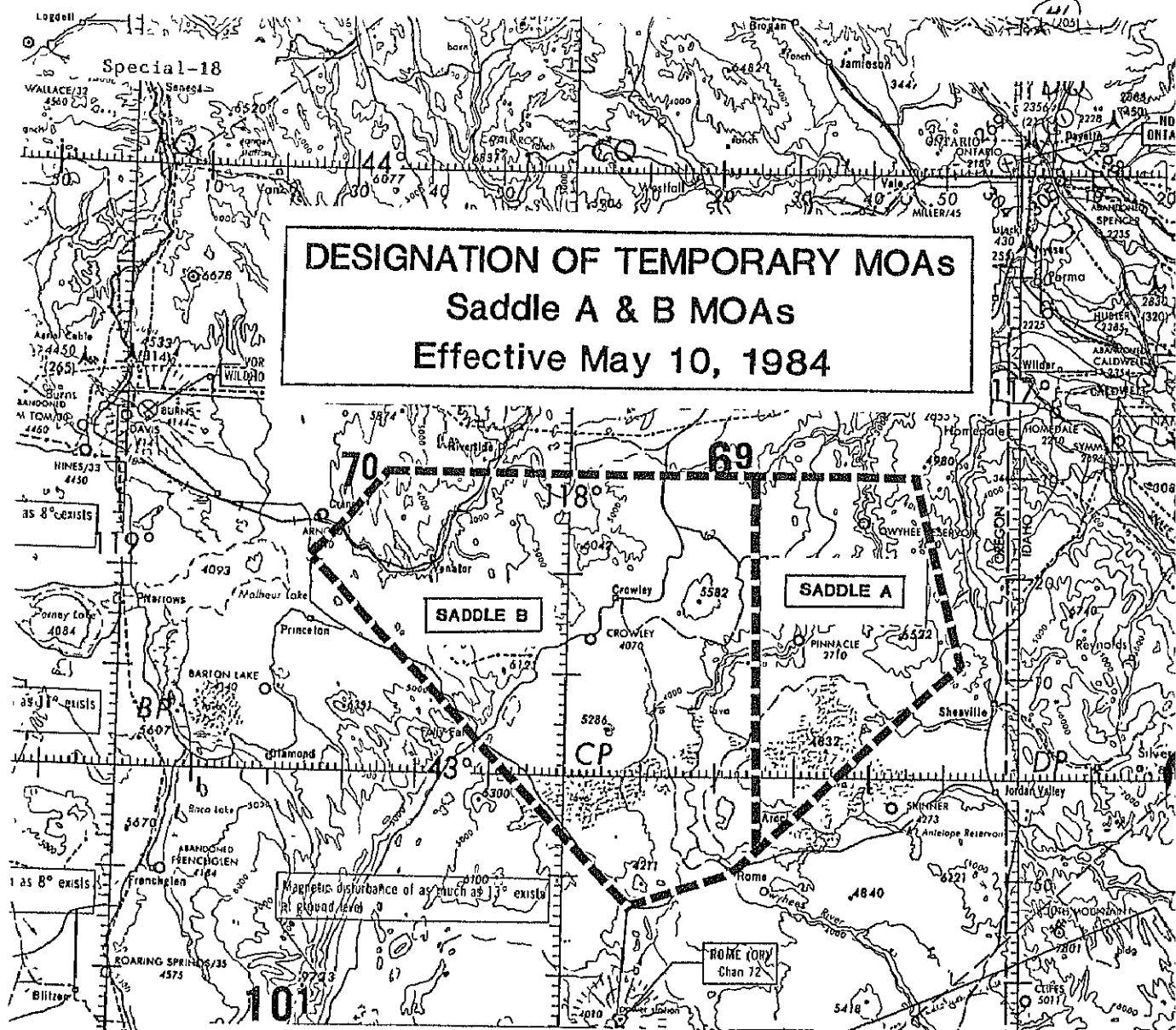
Saddle B - 8,000 feet MSL to but not including FL 180.

Time of Use: Intermittent by NOTAM.

Controlling Agency: FAA Salt Lake City Air Route Traffic Control  
Center (ARTCC).

Using Agency: 124th Tactical Reconnaissance Group, Idaho Air  
National Guard, Gowen Field, Boise, Idaho 83705.

**DESIGNATION OF TEMPORARY MOAs**  
**Saddle A & B MOAs**  
**Effective May 10, 1984**



Altitudes. Saddle A - 10,000 feet MSL to but not including FL 180.

Saddle B - 8,000 feet MSL to but not including FL 180.

Time of Use: Intermittent by NOTAM.

Controlling Agency: FAA Salt Lake City Air Route Traffic Control Center (ARTCC).

Using Agency: 124th Tactical Reconnaissance Group, Idaho Air National Guard, Gowen Field, Boise, Idaho 83705.

## CLASS II NOTAM

SPECIAL AIR TRAFFIC CONTROL PROCEDURES  
FOR HYANNIS, NANTUCKET AND MARTHA'S VINEYARDEffective: May 15, 1984

Due to the historically heavy volume of air traffic generated during the summer season and other occasional periods at the Hyannis, Nantucket and Martha's Vineyard Airports, the Federal Aviation Administration will implement special Air Traffic Control procedures for Visual Flight Rule (VFR) aircraft and, when necessary, a flow management program that uses flow control procedures to help maintain a safe, orderly and equitable flow of air traffic during those impacted Instrument Flight Rules (IFR) periods as identified. Pilots are cautioned to be extremely alert for a high volume of VFR traffic operating daily to and from the Hyannis, Nantucket and Martha's Vineyard Airports. Additionally, pilots are cautioned to expect delays up to 2 hours on those days when the demand at any or all of the aforementioned airports exceeds the individual capacity levels.

Control Towers:Hyannis Tower:

Operation from 0600 to 2200 \*EDT 7 days a week. (5/15 - 9/15) 0600 to 2300  
\*EDT 7 days a week. Primary frequencies are:

\*\* ATIS: 123.8, Ground Control 121.9, Tower 119.5.

Martha's Vineyard Tower:

Operation from 0700 to 2200 EDT 7 days a week (5/23 - 9/11). Primary frequencies are:

Ground Control 121.8, Tower 121.4

Nantucket Tower:

Operation from 0600 to 2100 EDT 7 days a week. (5/15 - 9/15) 0600 to 2200 EDT  
7 days a week. Primary frequencies are:

ATIS: 126.6, Ground Control 121.7, Tower 118.3.

VFR Enroute/HoldingNote:

1. Arrival aircraft will be expected to know and use those VFR reporting and VFR holding points as depicted, so as to be able to proceed as instructed by the responsible air traffic control facility in control of their aircraft.

\* Eastern Daylight Time

\*\*Automated Terminal Information Service (ATIS)

2. Arrival aircraft are instructed to first listen to ATIS, where available, and then contact the pertinent tower when 10 to 15 miles from the airport. Those aircraft destined for Martha's Vineyard are requested to monitor the tower frequency 20 to 30 miles from the airport and then advise the tower on initial contact (10-15 miles out) they "have numbers" (runway, wind, and altimeter).

3. Aircraft enroute Hyannis Airport from the Sagamore Bridge, Martha's Vineyard and Cotuit areas are advised to use caution due to military helicopters and jet aircraft on an Instrument Landing System (ILS) approach to Runway 23 at the Otis Air National Guard Base.

4. Departure aircraft will be expected to know those VFR reporting points depicted, and proceed as instructed by the Air Traffic Control Tower (ATCT) in control of their aircraft.

5. Pilots with 2-way radio equipped aircraft are urged to close their flight plans with Bridgeport FSS by transmitting on frequency 122.1 and listening on the appropriate Visual Omni Range (VOR) frequency. Non-radio equipped aircraft are urged to close their flight plans with Bridgeport FSS by telephone: 1-800-242-2377 (RI/MA) 1-800-972-2271 (CT). If you are unable to contact Bridgeport FSS, then you are requested to contact:

Concord FSS	1-800-325-1202
Lebanon FSS (toll)	603-298-8853
Bangor FSS (toll)	207-947-4028
Augusta FSS (toll)	207-622-6491
Houlton FSS (toll)	207-532-2475
Montpelier FSS	1-800-227-1840

HYANNIS AIRPORT

Arrival Points	Arrival Direction	Holding Direction
Sandy Neck	North	North
Dennis Drive-In	Northeast	Northeast
Sagamore Bridge	Northwest	Northwest
Coutit	West	Southwest
Dennisport	East	Southeast

ATIS: 123.8

Tower: 119.5

MARTHA'S VINEYARD

Arrival Points	Arrival Direction	Holding Direction
Woods Hole	North	Northwest
Oak Bluffs	Northeast	East
Bourne Bridge	West	West
Cuttyhunk Island	West	Southwest
Katama Airpark	Southeast	South

ATIS: None

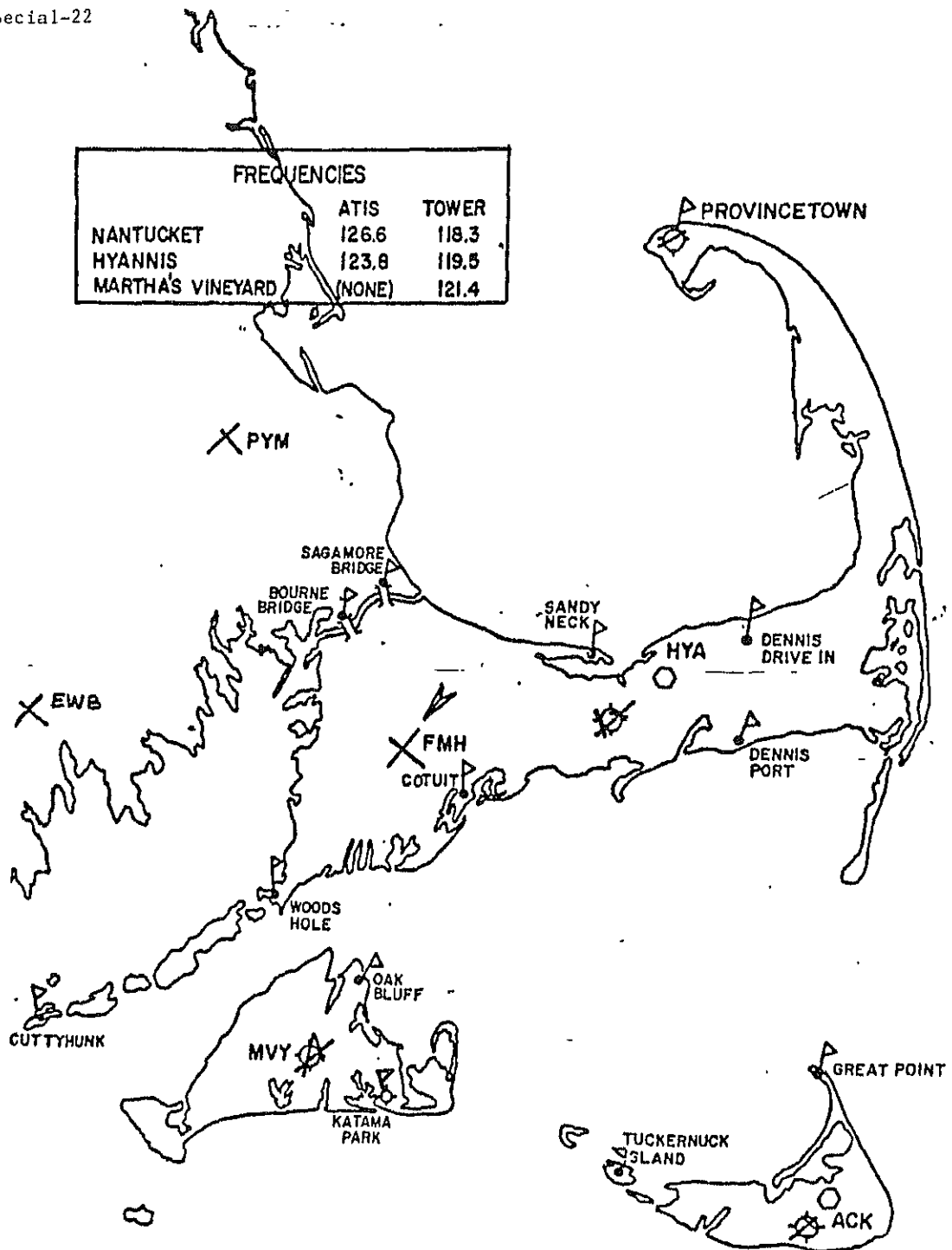
Tower: 121.4

NANTUCKET AIRPORT

Arrival Points	Arrival Direction	Holding Direction
Great Point	North	East
Tuckernuck Island	West	Southwest


ATIS: 126.6

Tower: 118.3



FREQUENCIES		
	ATIS	TOWER
NANTUCKET	126.6	118.3
HYANNIS	123.8	119.5
MARTHA'S VINEYARD	(NONE)	121.4

# LEGEND

 VFR HOLDING / REPORTING POINTS

NOTE! CHART NOT TO SCALE AND IS NOT TO BE USED FOR NAVIGATION



IFR TRAFFIC:

In an effort to minimize and equalize Instrument Flight Rule (IFR) arrival delays at the Cape and Islands Airports during the 1984 summer traffic season, Otis Terminal Radar Approach Control (TRACON) will institute a Flow Management Program beginning May 10, 1984. While it is anticipated that the greatest need for these procedures will exist during marginal Visual Flight Rule (VFR) or IFR weather conditions, excessive IFR traffic demand alone could warrant their implementation. The Program will only be activated when anticipated demand exceeds the airport or the air traffic control system's capacity.

The Program, when activated, implements flow management procedures whereby Air Traffic Control (ATC) detains aircraft on the ground until the ATC system can absorb the flight(s) with minimal arrival delay. The program for the Cape and Islands Airports will be administered by the Otis TRACON. It will serve a threefold purpose: "

1. Equitable delay assignments.
2. User fuel conservation.
3. Prevention of air traffic saturation.

Briefly, when a delay situation exists, Otis will calculate and assign ground delays to IFR traffic departing airports destined for the Cape and Islands Airports. The ground delays will be predicated on the flight planned estimated time of arrival (ETA) at the effected Cape and Islands Airport and will be assigned equitably by hourly segments or portions thereof. The pilot will be advised of these delays by the issuance of a release time. Adherence to release times is critical to the success of this program.

For this program to achieve an efficient level of performance with resultant user benefits, pilots should abide by the following guidelines:

1. Refrain from attempting to file flight plans in the air or refiling in the air to Nantucket, Hyannis or Martha's Vineyard. The efficient handling of a flight is compromised when an air file is initiated. The successful processing of an air filed flight plan will not eliminate the application of delay factors during delay situations. Equitable distribution of delay necessitates application of delay factors to airborne aircraft and aircraft on the ground impartially. It is entirely possible that in a delay situation an air file aircraft could have a delay factor that would exceed the aircraft's fuel endurance and necessitate an interim landing.

The system recognizes there is always the potential for air filing and is structured to accommodate such activity. The pilot however must be aware that air filing will detract from this program's overall efficiency by reducing Air Traffic systems handling capacity due to:

- A. Significant increases in workload.
  - B. Frequency congestion created during impacted traffic periods.
2. Include the estimated time enroute (ETE) in all flight plans. Program management and performance monitoring will be dependent upon complete and accurate flight plan information. The ETE is most critical.
3. Pilots/companies should file extra sections only when needed and then - at least one (1) hour in advance of departure whenever possible. This lead-time will permit effective system adjustments. Less than 1 hour could compromise delay factors and traffic management many hours later.

#### IFR DEPARTURES:

When flow management procedures are in effect, traffic destined to the Cape and Islands can expect to be issued a release time by ATC. For airports other than New Bedford, Hyannis, Martha's Vineyard and Nantucket, departure must be accomplished no earlier than 5 minutes prior to and no later than 15 minutes after release time to insure effective application of the program. The excepted airports above, due to their short flight times, departure must be accomplished no earlier than 5 minutes before and no later than 5 minutes after. Nonadherence to these departure "windows" is a critical consideration and could result in an additional delay when system adjustments are made.

Delay information/release times may be obtained prior to engine start through the Flight Service Station (FSS) or Tower. Pilots are urged to solicit this information and thus more effectively plan passenger boarding.

Pilots are encouraged to file flight plans to the impacted airports as early as possible -- 2 to 3 hours prior to departure if feasible--to aid in minimizing the frequency of program adjustments. This will result in less impact on the user since, of necessity, the ground delay factors are projected at least 2 to 3 hours into the future.

## SPECIAL MILITARY ACTIVITY

The graphic identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense (DOD) conducts periodic operations involving unmanned aerospace vehicles. These vehicles are escorted by military fighter type aircraft which, as necessary, exercise override flight control of these unmanned vehicles. Status of these routes and areas may be obtained by contacting the FAA/DOD facility on designated frequencies along the routes and as depicted on this graphic. The lateral limits of these specified routes will be shown by the Special Use Airspace Symbol, and altitudes for specified route segments will be shown on the 35th Edition of the Los Angeles Sectional effective 8/30/84 and the 32nd Edition of the Las Vegas Sectional effective 9/27/84.

Refer to DOD Flight Information Publication, Area Planning AP/1B for more details. These routes are also shown on the following charts.

1. IFR Wall Planning Chart - West
2. Enroute Low Altitude Charts, L-3, 5
3. Las Vegas and Los Angeles Sectional Aeronautical Charts

Hours of Operation: Sunrise - Sunset by NOTAM

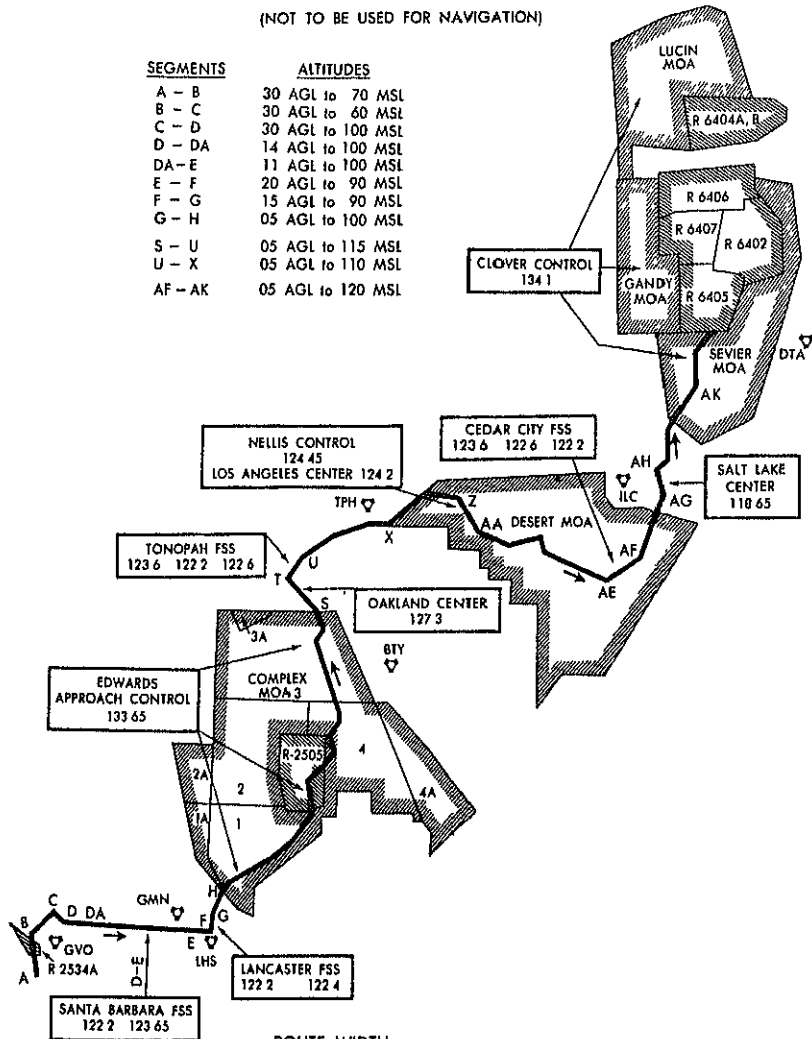
Altitude Range: 500 AGL to 12,000 MSL (see graphic for altitudes for specified segments of the routes, altitudes in MOA's not depicted.

Tie-FSS Lancaster (WJF), California

PILOTS ARE URGED TO REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT

# SPECIAL MILITARY ACTIVITY IR-200

(NOT TO BE USED FOR NAVIGATION)

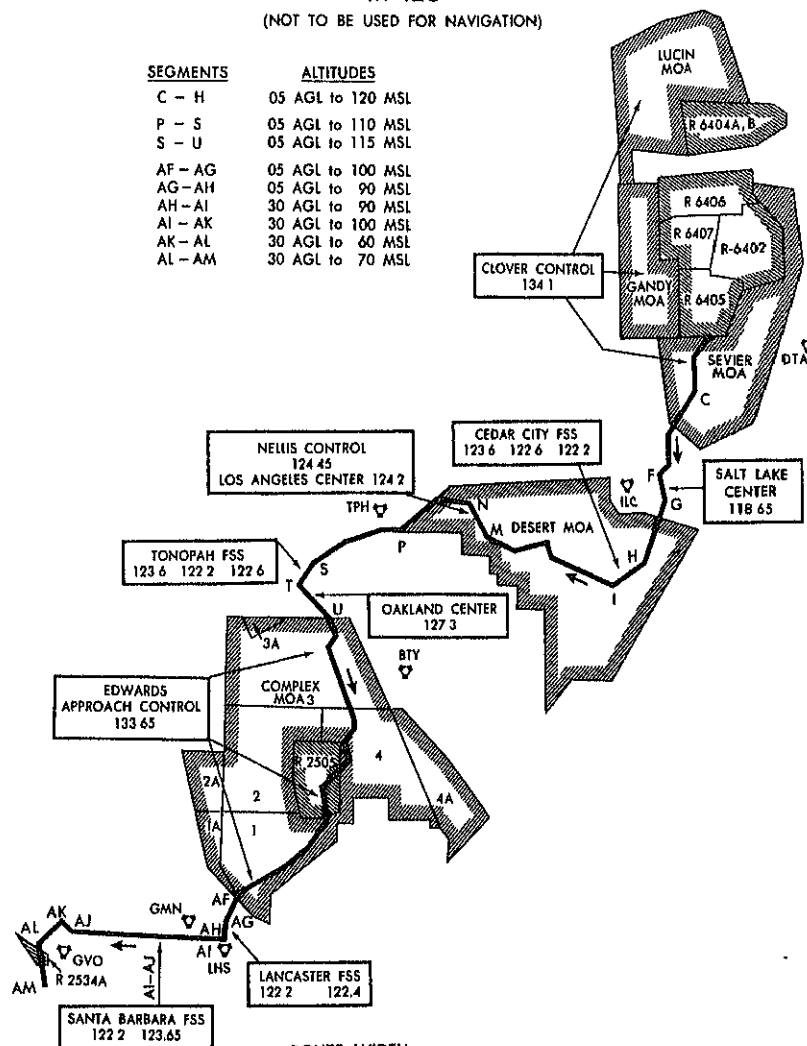


## ROUTE WIDTH:

4 NM either side of centerline from A to R 7 NM left and 4 NM right of centerline from R to S. 7 NM either side of centerline from S to T. 4 NM either side of centerline from T to AF. 7 NM left and 4 NM right of centerline AF to AG. 7 NM left and 10 NM right of centerline AG to AI. 4 NM either side of centerline from AI to AM.

# **SPECIAL MILITARY ACTIVITY** **IR-425**

(NOT TO BE USED FOR NAVIGATION)



## **ROUTE WIDTH:**

4 NM either side of centerline from A to E; 10 NM left and 7 NM right of centerline from E to G; 4 NM left and 7 NM right of centerline from G to H; 4 NM either side of centerline from H to T; 7 NM either side of centerline from T to U; 4 NM left and 7 NM right of centerline from U to V; 4 NM either side of centerline from V to AM.

SPECIAL USE AIRSPACE  
MILITARY OPERATIONS AREA

Effective July 18-27, 1984

Owyhee Mountain Home MOA, ID

Boundaries. Beginning at lat. 42°24'00"N., long. 115°50'00"W.;  
to lat. 42°23'00"N., long. 116°04'00"W.;  
to lat. 42°33'00"N., long. 116°29'00"W.;  
to lat. 42°48'00"N., long. 116°43'00"W.;  
to lat. 42°34'00"N., long. 117°27'00"W.;  
to lat. 41°52'00"N., long. 117°49'00"W.;  
to lat. 41°00'00"N., long. 117°40'00"W.;  
to lat. 41°00'00"N., long. 117°22'00"W.;  
to lat. 41°15'00"N., long. 116°43'00"W.;  
to lat. 41°11'00"N., long. 115°52'00"W.;  
to lat. 41°18'00"N., long. 115°33'00"W.;  
to lat. 42°00'00"N., long. 115°05'00"W.;  
to lat. 42°00'00"N., long. 115°48'00"W.;  
to the point of beginning.

Altitudes. 100 feet AGL to but not including FL 180.

Times of use. 0600 - 0200 daily local time, other times by NOTAM 24 hours  
in advance.

Controlling agency. Salt Lake City ARTCC.

Using agency. 366 Tactical Fighter Wing/DOTU  
Mountain Home AFB, ID

Snake 1 Mountain Home MOA, ID

Boundaries. Beginning at lat. 42°48'00"N., long. 116°43'00"W.;  
to lat. 42°51'00"N., long. 116°31'00"W.;  
to lat. 42°44'00"N., long. 116°13'00"W.;  
to lat. 42°33'00"N., long. 116°29'00"W.;  
to the point of beginning.

Altitudes. 100 feet AGL to but not including 10,000 feet MSL.

Times of use. By NOTAM 48 hours in advance.

Controlling agency. Salt Lake City ARTCC.

Using agency. 366 Tactical Fighter Wing/DOTU  
Mountain Home AFB, ID

Snake 2 Mountain Home MOA, ID

Boundaries. Beginning at lat. 42°33'00"N., long. 116°29'00"W.;  
to lat. 42°44'00"N., long. 116°13'00"W.;  
to lat. 42°39'00"N., long. 115°59'00"W.;  
to lat. 42°23'00"N., long. 116°04'00"W.;  
to the point of beginning.

Altitudes. 100 feet AGL to but not including 8,000 feet MSL.

Times of use. By NOTAM 48 hours in advance.

Controlling agency. Salt Lake City ARTCC.

Using agency. 366 Tactical Fighter Wing/DOTU  
Mountain Home AFB, ID

Saylor 4 Mountain Home MOA, ID

Boundaries. Beginning at lat. 42°23'00"N., long. 116°04'00"W.;  
to lat. 42°39'00"N., long. 115°59'00"W.;  
to lat. 42°46'00"N., long. 115°42'00"W.;  
to lat. 42°36'00"N., long. 115°42'00"W.;  
to lat. 42°24'00"N., long. 115°50'00"W.;  
to the point of beginning.

Altitudes. 100 feet AGL to but not including 6,000 feet MSL.

Times of use. By NOTAM 48 hours in advance.

Controlling agency. Salt Lake City ARTCC.

Using agency. 366 Tactical Fighter Wing/DOTU  
Mountain Home AFB, ID

DAYTON INTERNATIONAL AIRSHOW AND TRADE EXPOSITION

DAYTON INTERNATIONAL AIRPORT, DAYTON, OHIO

JULY 19-22, 1984

In anticipation of the large number of aircraft traveling to and from the Dayton, Ohio, area during the Dayton International Airshow and Trade Exposition, special air traffic procedures will be used to enhance safety and minimize air traffic delays at Dayton International Airport.

The limited runway availability during this event, coupled with the expected large number of arriving and departing aircraft, may still lead to lengthy delays at Dayton International Airport. Pilots are encouraged to use outlying airports with ground transportation as an alternative.

Aircraft not landing in the Dayton area are requested to avoid overflight below 10,000 feet within a 30 mile radius of Dayton International Airport.

All pilots are encouraged to monitor ATIS on 125.8 MHz for information on the status of operations in the Dayton area. Pilots operating to Dayton International Airport are expected to have the current ATIS information PRIOR TO CONTACTING Dayton Approach Control.

VFR ARRIVAL PROCEDURES: Radar sequencing will be provided to all aircraft landing at Dayton International Airport. Contact Dayton Approach Control on the designated frequency prior to reaching one of the four VFR arrival points (see list and graphic). Aircraft will be sequenced from these points or asked to hold dependent upon traffic volume. We strongly recommend pilots DO NOT PROCEED PAST THESE POINTS without contacting Dayton Approach Control. Pilots are encouraged to be especially alert for frequency assignments.

<u>DAYTON INTERNATIONAL VFR ARRIVAL POINTS</u>	<u>FROM</u>	<u>FREQUENCY</u>
Over Rosewood VOR	NORTH	118.0
Over the City of Springfield (above 4,000)	EAST	118.85
Over the City of Springfield (4,000 & below)	EAST	126.5
Over Dayton General Airport (above 4,000)	SOUTH	118.85
Over Dayton General Airport (4,000 & below)	SOUTH	126.5
Over Dayton VOR	WEST	134.45

Field elevation at Dayton International Airport is 1009 feet MSL.

VFR FLIGHT PLAN CANCELLATION: Arriving VFR aircraft are requested to cancel their flight plans with Dayton FSS via radio on 122.55 MHz and 122.2MHz or transmit on 122.1 MHz and advise over which VOR you are listening:

Dayton --- 114.5                      Rosewood - 117.5  
Appleton - 116.7                     Richmond - 110.6.

(Transcribed weather is also available over the Appleton VOR.)  
Specify your flight planned destination when cancelling your flight plan.

TIE-DOWNS:                      All light aircraft will need to be secured.  
BRING YOUR OWN TIE-DOWNS.



VFR DEPARTURE PROCEDURES: (July 21 and 22) Detailed departure instructions will be disseminated at the entry gate to each of the aircraft parking areas. THESE INSTRUCTIONS SHOULD BE CAREFULLY READ AND FOLLOWED. Adherence to these instructions will assist your safety and expedite your departure. Stage III Radar Service will not be available for VFR departures.

IFR ARRIVAL/DEPARTURE FLIGHTS: The anticipated demand of IFR aircraft does not indicate a need for any special flow control procedures. However, if traffic conditions warrant, a traffic management program to balance the arrival and departure flow of aircraft will be implemented. In that case, pilots would be assigned expected departure clearance times (EDCT's) in advance for both inbound and outbound IFR flights. Should a traffic management program be necessary, pilots may contact the nearest Flight Service Station on or after July 15, 1984 to obtain traffic management program information.

PILOT PRE-FLIGHT BRIEFINGS: The Dayton Flight Service Station is located at Dayton International Airport on the eastern edge of the ramp, adjacent to the military/civilian static display area. Pilots are encouraged to visit the FSS and obtain in-person, pre-flight briefings for both VFR and IFR flights. Telephone briefings are also available by calling 898-3692. If located on the Dayton International Airport, use the local API lines 312 or 313.

For PATWAS, call 898-1033.

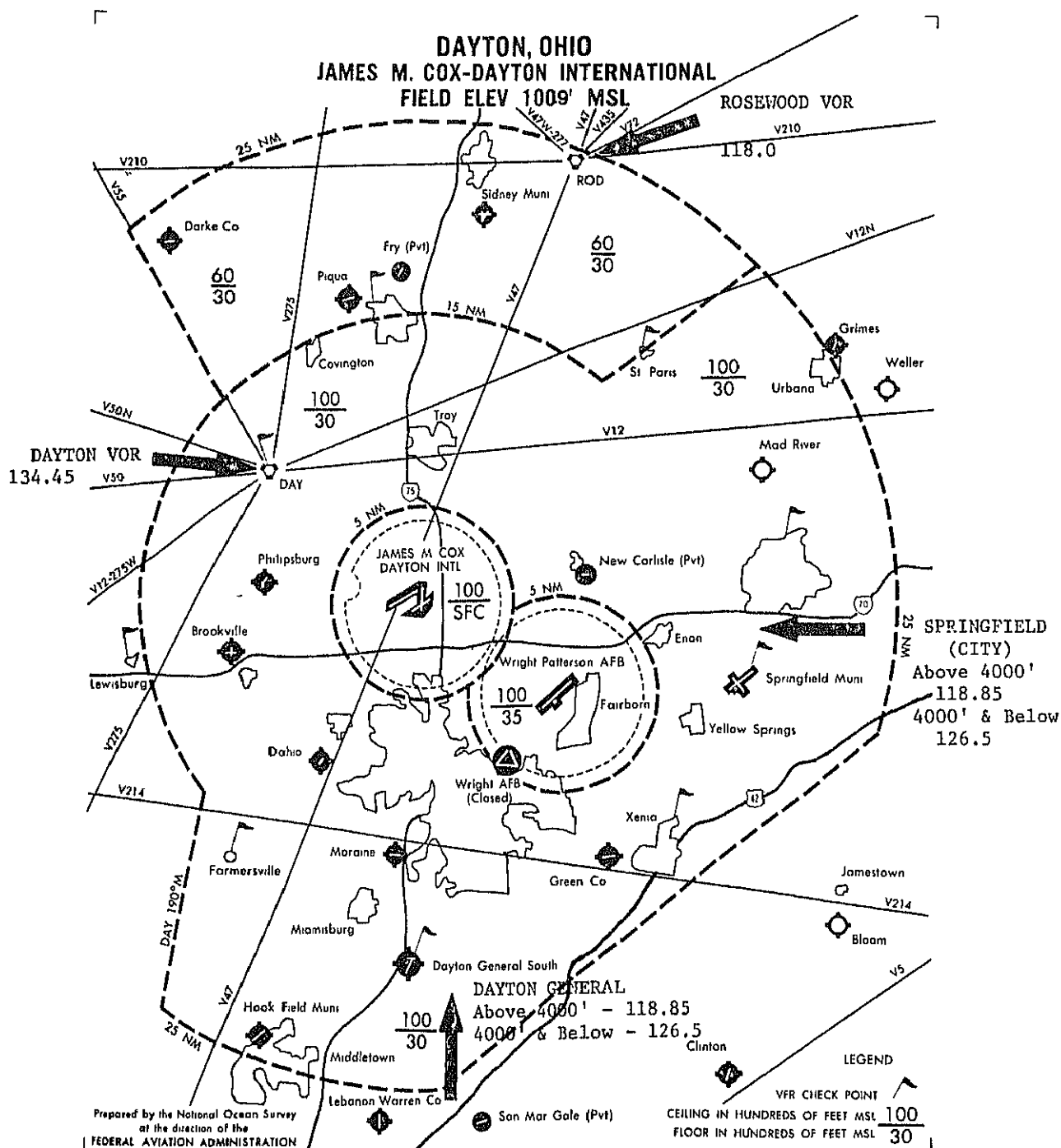
In order to expedite your pre-flight briefing, please state the type of flight planned (VFR or IFR), the aircraft number and type (or your last name), departure point, destination, enroute altitude, and estimated time of departure.

WAKE TURBULENCE ADVISORY

Due to the number of large civil and military aircraft operating in the vicinity of Dayton International Airport and Wright-Patterson Air Force Base, pilots should be aware that a significant amount of wake turbulence may exist. Pilots are urged to be vigilant and exercise extreme caution when operating within 30 miles of Dayton.

PILOTS ARE URGED TO REVIEW ALL APPLICABLE NOTAMS AND ARRIVAL  
AND DEPARTURE PROCEDURES PRIOR TO CONDUCTING FLIGHT.

VFR ARRIVALS  
DAYTON INTERNATIONAL AIRSHOW



## EXPERIMENTAL AIRCRAFT ASSOCIATION CONVENTION

OSHKOSH, WISCONSIN

JULY 28 - AUGUST 4, 1984

In anticipation of the large number of aircraft traveling to and from the Oshkosh, Wisconsin, area during the 1984 EAA Convention, the following procedures are provided to enhance safety and minimize air traffic delays. These procedures are in effect from July 26 through August 4, 1984.

IFR arrival and departure flights for the Oshkosh area will be flow controlled through the use of a traffic management program. Consult the paragraph entitled "IFR TRAFFIC MANAGEMENT" for specific information.

Aircraft not landing in the Oshkosh area are requested to avoid overflight below 10,000 feet within a 35 nautical mile radius of Wittman Field. IFR overflights can expect routing to avoid the Oshkosh, Wisconsin, area.

ALL INBOUND AIRCRAFT SHOULD MONITOR OSHKOSH ARRIVAL ATIS ON 125.8 MHz WHEN APPROACHING 35 MILES FROM OSHKOSH.

## \*\*\* WITTMAN FIELD CLOSINGS \*\*\*

Wittman Field will be closed to all traffic on the following dates and times:

Saturday, July 28 ----- 4:00 p.m. to 6:30 p.m.  
 Sunday, July 29 ----- 3:00 p.m. to 5:30 p.m.  
 Monday, July 30  
 & Tuesday, July 31 --- 4:00 p.m. to 6:30 p.m.  
 Wednesday, August 1 ---- 3:00 p.m. to 6:30 p.m.  
 Thursday, August 2  
 & Friday, August 3 --- 4:00 p.m. to 6:30 p.m.  
 Saturday, August 4 ----- 2:00 p.m. to 5:00 p.m.

## \*\*\* OSHKOSH TOWER \*\*\*

The Oshkosh Tower will operate 24 hours a day beginning on July 26 at 0600 CDT and continuing through August 4 at 2300 CDT.

## OSHKOSH FREQUENCIES:

Oshkosh VORTAC	111.8 MHz	
Oshkosh Arrival ATIS	125.8 MHz	
Oshkosh Departure ATIS	120.3 MHz	
Oshkosh Tower Local	118.5 MHz	257.6 MHz
Oshkosh Ground Control	121.9 MHz	
Oshkosh Approach Control	120.7 MHz	
Oshkosh Clearance Delivery	119.05 MHz	

\*\*\* THE OSHKOSH AREA \*\*\*

For the purposes of these special procedures and IFR traffic management, the Oshkosh area is the area within a 35 nautical mile radius of the Oshkosh VORTAC and includes the following airports:

Wittman Field (OSH)  
Courtney Plummer (4D4)  
Fond du Lac County (FLD)  
New Holstein (8D1)

Outagamie County (ATW)  
Sheboygan (SBM)  
Waupin (W107)

\*\*\* VFR ARRIVALS TO WITTMAN FIELD \*\*\*

ALL AIRCRAFT MUST USE THE EAA CONVENTION VFR ARRIVAL PROCEDURES (see graphic) and remain clear of all depicted high-density traffic areas. As you approach the village of Ripon, Wisconsin, (Oshkosh VORTAC 232R/18 miles), **TURN YOUR TRANSPONDER OFF**. Monitor Oshkosh Approach Control on 120.7 MHz and fly inbound over the railroad tracks toward Fisk. **EXPECT HEAVY TRAFFIC ALONG THIS CORRIDOR**. All aircraft should maintain 100 mph at 1800 feet MSL. Aircraft unable to slow to this speed should maintain 150 mph at 2300 feet MSL.

On 120.7 MHz, arrival controllers located at Fisk will contact you, using your aircraft COLOR and TYPE, to provide sequencing and the route to be flown. They will contact you as you approach Fisk and may ask you to "rock the wings" as an acknowledgement for instructions.

DO NOT RESPOND OR CONTACT THE CONTROLLERS BY RADIO UNLESS SPECIFICALLY REQUESTED TO DO SO.

IMPORTANT: REMAIN IN TRAIL - NO SIDE-BY-SIDE SEPARATION.

\*\*\* VFR HOLDING \*\*\*

VFR HOLDING BEFORE RIPON: If holding of VFR arrival traffic prior to Ripon becomes necessary, instructions will be issued on the arrival ATIS frequency 125.8 MHz and Oshkosh Approach Control 120.7 MHz. The procedures to be used are as follows: 1) Start a left turn and note your position over the ground. Remain in VFR conditions over that geographical point. 2) Monitor the ATIS on 125.8 MHz until holding instructions are removed and replaced with current arrival information. This will normally not exceed 10 minutes. Adherence to this procedure will enhance your safety and prevent aircraft from "bunching" at Ripon during holding periods.

VFR HOLDING AFTER RIPON: (See graphic) If holding of VFR traffic becomes necessary between Ripon and Fisk, the RUSH LAKE SPECIAL HOLDING PATTERN will be used. A lead aircraft will be instructed to turn left and proceed westbound over the north shore of Rush Lake, then proceed counter-clockwise around the lake, then northeast bound on the northwest side of the railroad tracks. All other aircraft will be instructed to follow the leader in single file. Traffic in the RUSH LAKE SPECIAL HOLDING PATTERN and at Fisk will be monitored and observed by controllers located at Fisk. DO NOT PROCEED PAST FISK WITHOUT AN ATC CLEARANCE!

## \*\*\* OSHKOSH AIRPORT ARRIVAL \*\*\*

AFTER YOU HAVE BEEN CLEARED PAST FISK, you will be advised to change to Oshkosh Tower on 118.5 MHz. Stay in line, follow the preceeding aircraft, and MONITOR the tower communications. Again, the tower controller will refer to your aircraft by color and type and may give you special instructions - STAY ALERT! Enter final approach at a safe altitude for your type aircraft. All landing traffic should be alert for a possible radio or light signal wave-off from either Oshkosh Tower or from the controllers located at the mobile unit near the approach end of the runway. After landing, EXIT THE RUNWAY INTO THE GRASS AS SOON AS POSSIBLE.

For aircraft landing on runway 9/27, exit the runway in the direction indicated by controllers and flagmen. For aircraft landing on runway 18/36, exit the runway into the grass on the west side of the runway.

EXPEDITIOUS CLEARING IS REQUESTED - THERE IS A CONTINUOUS FLOW OF AIRCRAFT BEHIND YOU!

## \*\*\* NO RADIO AIRCRAFT - SPECIAL NOTICE \*\*\*

All pilots flying an aircraft without a radio must obtain an authorization in writing from Oshkosh Tower. Requests must be received by Oshkosh Tower no later than JULY 10, 1984. Send written requests to NORDO, FAA-ATCT, P.O. Box 2606, Oshkosh, WI 54903. Include the pilot's name, home address, aircraft type and registration number, and address to which authorization is to be mailed.

Aircraft not equipped with a functioning two-way radio are prohibited from landing on Runway 9/27 during the period 1400 to 1600 CDT daily.

All landing traffic should be alert for a possible light signal wave-off from either Oshkosh Tower or from the controllers located at the mobile unit near the approach end of the runway. After landing, EXIT THE RUNWAY INTO THE GRASS AS SOON AS POSSIBLE.

For aircraft landing on runway 9/27, exit the runway in the direction indicated by controllers and flagmen. For aircraft landing on runway 18/36, exit the runway into the grass on the west side of the runway.

EXPEDITIOUS CLEARING IS REQUESTED - THERE IS A CONTINUOUS FLOW OF AIRCRAFT BEHIND YOU!

During the period July 26 through August 4, 1984, the FAA will utilize a traffic management program for all aircraft operating IFR to and from the Oshkosh area. This program will apply to operations between 0600 CDT and 2300 CDT (1100-0300 GMT) daily.

THE SYSTEM: In balancing the expected demand for IFR flight in the Oshkosh area, the Chicago Air Route Traffic Control Center will assign an expected departure clearance time (EDCT) for each flight. The EDCT will take into account such factors as weather, airport availability, and ATC capacity. Pilots expecting to arrive or depart the Oshkosh area IFR must get an EDCT for their flight(s). Pilots will be expected to be ready for departure at their ATC assigned EDCT. Flights failing to do so may experience significant delays.

HOW TO GET AN EDCT: Beginning July 16, 1984 at 0800 CDT, and thereafter between 0800 and 2000 CDT daily, pilots may telephone the Chicago Center traffic management controller on 312-892-5161 to receive an EDCT. For flights going to the Oshkosh area, be ready to provide the traffic management controller with your destination airport, estimated time enroute, and the time (ZULU) you wish to arrive. For flights departing the Oshkosh area, only a proposed departure time is necessary. You will then be assigned an EDCT and a traffic management number.

IFR ARRIVAL AT OSHKOSH: EDCT's are required for all IFR flights estimating to arrive in the Oshkosh area between the hours of 0600 and 2200 CDT during the convention. Flight plans must be filed with your local FSS at least 4 HOURS PRIOR to your ATC assigned EDCT ON THE DAY OF DEPARTURE. Pilots must include their traffic management number in the remarks section of the flight plan.

During periods of moderate or heavy IFR traffic, the final approach course for Runway 27 may extend to the Lake Michigan shoreline and beyond. Pilots who plan to avoid this radar vectoring by cancelling IFR and executing the VFR arrival procedure should do so prior to reaching 25 NM from Wittman Field. Due to the extreme congestion on the tower frequency, pilots remaining IFR until landing must verify their flight plan cancellation after landing with Oshkosh Ground Control on 121.9 MHz.

IFR DEPARTURE FROM OSHKOSH: EDCT's are required for all flights proposing IFR from the Oshkosh area between the hours of 0600 and 2200 CDT during the convention. Flight plans must be filed at least 4 HOURS PRIOR to your ATC assigned EDCT ON THE DAY OF DEPARTURE. Pilots must include their traffic management number in the remarks section of the flight plan. REQUESTS FOR IFR CLEARANCE should not be made more than 20 minutes prior to the EDCT.

PRIOR TO ENGINE START, monitor the departure ATIS (120.3 MHz), then contact clearance delivery (119.05 MHz) for your IFR clearance. Initially, only a routing and altitude will be issued. DO NOT START YOUR ENGINE(S) UNTIL YOU HAVE RECEIVED YOUR IFR CLEARANCE.

After you have received your clearance, start your engine(s) and then inform ground control (121.9 MHz) that you are taxiing to the IFR departure runway. Monitor ground control and follow the direction of signs, EAA flag persons, and RED IFR TAXI CHART. Place the red IFR taxi chart in the lower left corner of your windshield to assist ground personnel in segregating VFR and IFR flights. Takeoff clearance will be issued by FAA controllers located near the runway using paddles or lighted wands. Advise ground control (121.9 MHz) as soon as you are airborne.

## \*\*\* FSS INFORMATION \*\*\*

FAA FLIGHT SERVICE STATION GREENBAY/OSHKOSH: Complete Flight Service Station Services will be provided through the Green Bay FSS on a 24-hour basis. For pilot briefing and flight plan filing:

CALL ..... 233 - 7920

For your convenience, a limited Flight Service facility will be located on the field at Oshkosh to provide weather briefings and flight plan assistance. The hours of operation are 6:00 a.m. to 8:00 p.m. CDT daily.

VFR FLIGHT PLANS: To ensure that your flight is not unnecessarily considered overdue, pilots filing VFR flight plans destined for the Oshkosh area should add an additional one-half hour to their estimated time enroute (ETE) to allow for arrival delays. Pilots are requested to cancel their VFR flight plans with Green Bay FSS approaching the airport of intended landing. Contact Green Bay Radio on:

TRANSMIT: 122.1 MHz (and indicate on which VOR you are receiving)

RECEIVE: 111.8 MHz (OSH VOR) or 117.0 (GRB VOR)

## \*\*\* AEROBATIC DEMONSTRATIONS \*\*\*

Aerobatic flight demonstrations will be conducted daily from July 28 through August 4, 1984 within the Air Show Operations Area. The Air Show Operations Area is from the surface to 8,500 feet MSL within a 5-statute mile radius of Wittman Field and will be in effect during the following periods:

Saturday, July 28	4:00 p.m. to 6:30 p.m.
Sunday, July 29	3:00 p.m. to 5:30 p.m.
Monday, July 30	4:00 p.m. to 6:30 p.m.
Tuesday, July 31	4:00 p.m. to 6:30 p.m.
Wednesday, August 1	3:00 p.m. to 6:30 p.m.
Thursday, August 2	4:00 p.m. to 6:30 p.m.
Friday, August 3	4:00 p.m. to 6:30 p.m.
Saturday, August 4	2:00 p.m. to 5:00 p.m.

All traffic, except scheduled flights, shall remain clear of the Air Show Operations Area during the flight demonstration period. Aircraft not able to land prior to the above indicated air show times will have to land at outlying airports or remain airborne for an extended period, preferably in the Fisk/Rush Lake Special Holding Pattern.

Monitor your fuel status closely. VFR FLIGHTS WILL NOT BE ALLOWED TO LAND AT OSHKOSH UNTIL 30-45 MINUTES AFTER THE AIR SHOW.

Pilots who change their destination or elect to remain airborne are reminded to update or cancel their VFR flight plans.

\*\*\*VFR DEPARTURES PRIOR TO THE DAILY AIR SHOW\*\*\*

- RUNWAY 27 - Maintain VFR at or below 500' AGL, 1300' MSL, until clear of the Wittman Field Airport Traffic Area. Depart on course if your course is a 180° heading clockwise through 040° heading. If other than above, depart on a heading of 180° clockwise through 040° until clear of the Airport Traffic Area. Be alert for and avoid the Runway 27 landing traffic pattern depicted on the graphic insert. Arriving aircraft will maintain 1,000' AGL until north of Runway 27. Departures will maintain 500' AGL until clear of all inbound traffic and patterns.
- RUNWAY 09 - Depart the Oshkosh High Density Area in the northeast quadrant prior to proceeding on course.
- RUNWAY 18/36 - Only allowed after briefing by EAA briefers.

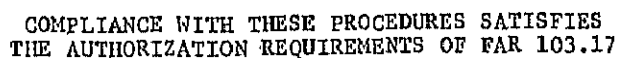
\*\*\*VFR DEPARTURES AFTER THE DAILY AIR SHOW\*\*\*

- RUNWAY 27 - Proceed straight out for 3 miles, then on course if your course is a clockwise heading of 180° through 040°. If other than the above, depart on the 180° heading through 040° heading until clear of the Wittman Field Airport Traffic Area.
- RUNWAY 09 - Depart the Oshkosh High-Density Area in the northeast quadrant prior to proceeding on course.
- RUNWAY 18L and 18R - {South and East bound}  
- {South and West bound}  
- Maintain runway heading until 3 miles south. Be especially alert for departures off the parallel runway. Gyrocraft and ultralite will be operating west of the runway at the southwest corner of the airport.
- RUNWAY 36 - Depart on course at pilot's discretion if course is a clockwise heading of 270° through 130°. If other than the above, depart on these headings until clear of the Airport Traffic Area.

NOTE: VFR arrivals will not be allowed for 30-45 minutes after the close of the Air Show. Be alert for holding VFR aircraft clear of the Airport Traffic Area southwest of Wittman Airport.



THESE PROCEDURES ARE AUTHORIZED ONLY BETWEEN  
THE HOURS OF SUNRISE AND 9 A.M. and BETWEEN THE HOURS OF 6:30 AND 8:15 P.M.



\*\*\* EAA ULTRALIGHT HEADQUARTERS MAY BE REACHED \*\*\*  
BY CALLING 414-233-0820

## SPECIAL NOTICE

### AIRPORT MANAGER

Runways 4/22 and 13/31 will be closed to landings and takeoffs at least seven days prior to, and throughout the EAA Convention.

All light, single, and multi-engine aircraft will be required to exit runways, taxi, and park on grass areas of the airport. Hazard areas will be marked by cones and/or flags. Pilots are cautioned to be alert for, and remain clear of all marked areas. Pilots should exercise caution in operating aircraft on unimproved or grass areas due to rough ground and signs. Taxi operations on other than paved areas are a pilots own risk. ALL MISHAPS, INCIDENTS OR ACCIDENTS SHOULD BE REPORTED TO AIRPORT MANAGEMENT OR ANY EAA PERSONNEL IMMEDIATELY UPON ITS OCCURRENCE.

All aircraft pilots and operators are reminded that any incidents, accidents or injuries arising out of the operation of any aircraft on Wittman Field Airport are the responsibility of the aircraft pilot or operator.

Aircraft arriving during the hours of darkness must park at the north ramp (hard surface) until daylight the following day. Pilots are responsible for moving their aircraft to an appropriate grass area before noon of the day following their arrival. No overnight parking in the grass area adjacent to the airport terminal building will be permitted. All aircraft parked in these areas prior to show time each day must be removed before sundown that evening. In addition, no camping will be permitted in that area adjacent to the airport terminal. Limited overnight tie down space is available at the FBO for a nominal charge.

No aircraft movements will be permitted in the transient parking or camping areas during the hours of darkness unless official ground guides are directing the aircraft's movement.

Pilots of large or heavy aircraft requiring hard surfaced area parking are required to make prior arrangements with the Airport Manager, Wittman Field Airport, 525 20th Avenue, Oshkosh, Wisconsin 54901. Telephone: 414-424-0092.

### STUDENT PILOT TRAINING

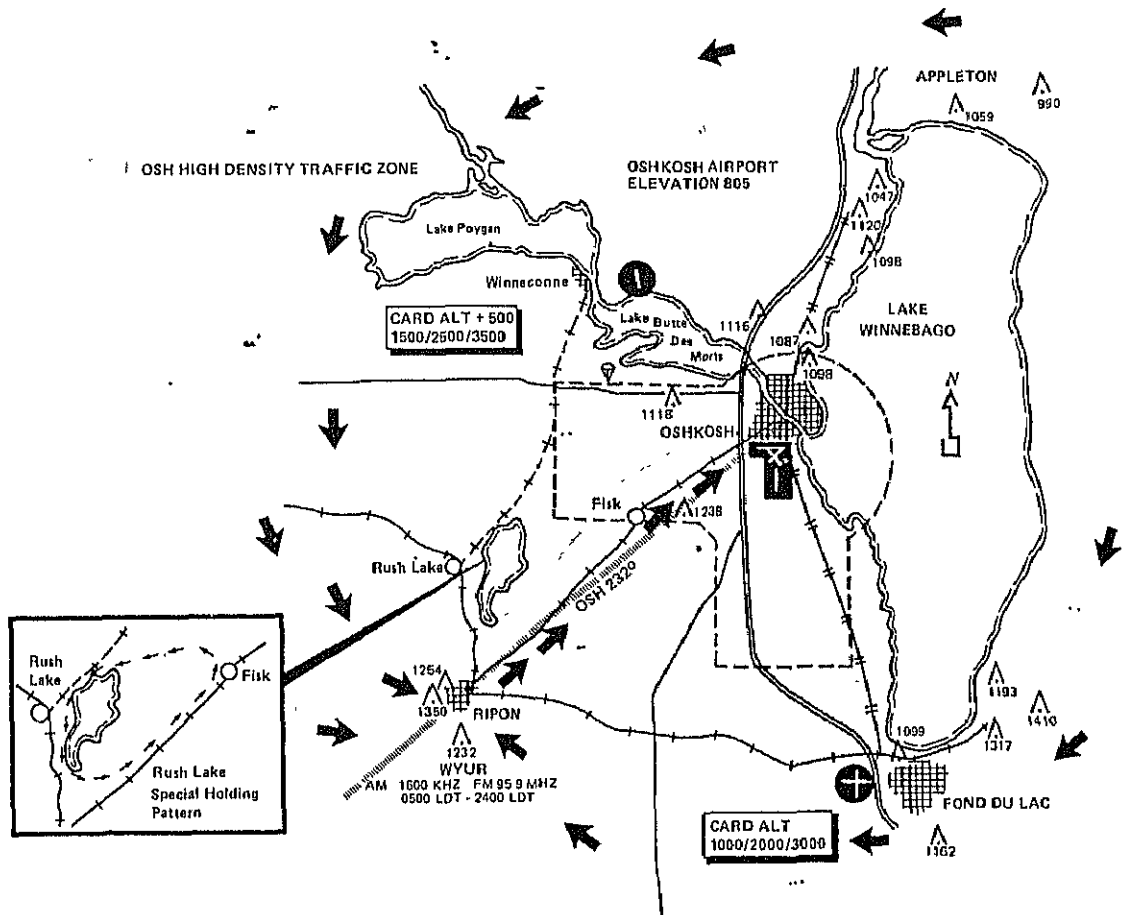
No student training flights will be authorized at Oshkosh Wittman Field during the convention period. This includes student solo cross country flights, touch and go landings, and practice instrument approaches.

### FUEL REQUIREMENTS

FBO advises only cash, Phillips, Exxon, Esso, VISA, Master Charge, Multi-Service will be accepted for fuel purchases. Jet A, 100LL and 80 octane fuel available.

# EAA CONVENTION

Effective July 27, 1984 (one day prior) – August 4, 1984.



1. Monitor ATIS 125.8 MHz.
2. Enter transition over Ripon.
3. Proceed over the R/R tracks toward Fisk.
4. Traffic at 100 MPH should fly at 1000 AGL-1800 MSL. Traffic at 350 MPH should fly 1500 AGL-2300 MSL.
5. Call Oshkosh Approach on 120.7 MHz turning inbound over Ripon.
6. Listen for controller instructions as you approach Fisk. "Traffic to follow, etc.". Controller will use color and type aircraft at Fisk.
7. Controller will advise when to call Oshkosh tower on 118.5 MHz.

1. ARRIVAL ATIS 125.8
2. DEPARTURE ATIS 120.3
3. APPROACH 120.7
4. LOCAL TOWER 118.5
5. VORTAC 111.8
6. Clearance Delivery 119.05
7. Ground Control 121.9
8. Local Control 257.6

CANCEL FLIGHT PLANS WITH  
GRB FSS T-122.1 R. OSH VOR 111.8

1984 OLYMPICS SPECIAL NOTICE

Los Angeles, California and other West and East Coast Olympics locations.

This Special Notice has been prepared by the Federal Aviation Administration (FAA) to alert you of the requirements for operating in and around the Los Angeles Basin during the Olympic period, July 14 - August 26. The FAA has issued a Special Federal Aviation Regulation (SFAR) and published a Pilot Information Handout to support the 1984 Olympics. Copies of the SFAR and the Pilot Information Handout may be obtained from the FAA - Western-Pacific Regional Headquarters, P.O. Box 92007, Worldway Postal Center, Los Angeles, California, Attn: AWP-530, Phone (213) 536 - 6182.

Special editions of the Los Angeles VFR Terminal Area Chart and Los Angeles and Vicinity VFR Helicopter Chart will be published and effective May 10 with pertinent Olympic information.

FAA air traffic control facility personnel and accident prevention specialists are available for pilot groups who desire briefings on the Olympic procedures. Requests for briefings should be made to the Western-Pacific Regional Headquarters at (213) 536-6264.

General

Pilots planning to operate VFR during the Olympic period should be aware that several of the busiest general aviation airports in the country are located within the Los Angeles basin. Van Nuys, Long Beach, John Wayne, (Orange County), and Torrance Airports traditionally rank among the busiest in the nation. With the exception of Torrance Airport, the others all have a large number of turbojet operations. This coupled with the turbojet operations at Los Angeles International and Burbank-Glendale-Pasadena and Ontario airports combine to make Los Angeles one of the most congested air traffic areas in the nation.

This traffic complexity will be increased during the Olympic period with the addition of extensive rotorcraft operations in support of the Olympic Games. Military operations at Los Alamitos, El Toro, Van Nuys, March and Norton Air Force bases add an extra dimension to the potential for in-flight conflict.

During the summer months Los Angeles is characterized by high temperatures and mostly hazy sky conditions. Haze and other pollutants often combine to limit visibilities to 3 - 5 miles. Bright sunshine often intensifies the glare making it very difficult to see aircraft silhouetted against the city or mountain backgrounds. Pilots are cautioned to be aware of the collision potential when operating in this environment.

Summer may also bring periods of low stratus clouds along the shoreline and extending inland for several miles. This stratus condition can materialize very rapidly. Pilots not certified or equipped for IFR flight are cautioned to obtain an appropriate weather briefing and to be alert for unexpected changes.

Rotorcraft operations in and around the Los Angeles Olympic area are expected to increase dramatically during the Olympic period. Increases in commercial, law enforcement, security and supporting military and other approved Olympic related flights will add significantly to an already busy rotorcraft area.

These operations will generally be conducted at low altitude along various helicopter routes overlying the Los Angeles freeway system.

The Los Angeles Olympic Organizing Committee (LAOOC) in conjunction with the FAA has established a number of heliports at or adjacent to Olympic competition and village sites to provide access for internal Olympic and security related helicopter operations. All temporary heliports will be located within the Los Angeles Olympic area and will be subject to flight restrictions and prohibitions designated in NOTAM's issued pursuant to the Olympic SFAR. Flight restrictions will be depicted on the Olympic special edition of the Los Angeles VFR Helicopter Aeronautical Chart and the Olympic edition of the VFR Terminal Area Chart.

In addition to the temporary heliports, airspace restrictions will be applicable to the various competition and village sites. These airspace restrictions extend up to 2,500 MSL and are basically a 1 nautical mile radius around the site. Pilots requesting access to these areas should make application to the FAA in the manner prescribed in the Olympic SFAR.

There is a Terminal Control Area (TCA) associated with the Los Angeles International Airport. Pilots are advised to be familiar with the requirements for operation within the TCA.

Pilots wishing to traverse north to south may do so without ATC clearance or contact by utilizing the VFR corridor over the Los Angeles International Airport. The corridor is bounded on the west by the coastline and on the east by the San Diego Freeway. A northwest/southeast line extending through the Los Angeles Airport Traffic Control Tower defines the centerline. Vertical limits of the corridor are above 2,500 feet MSL and below 5,000 feet MSL. Pilots transiting northbound should remain east of the airport control tower, and southbound flights west of the control tower. No ATC traffic advisories are available in the corridor, however, pilots are encouraged to give position reports and monitor 122.9 while operating in the VFR corridor.

Pilots are urged to make use of all available FAA services to the extent possible. The four radar approach control facilities will endeavor to assist you consistent with traffic conditions and controller workload. It is anticipated traffic advisories may be severely limited or unavailable during the peak traffic hours.

#### Temporary Air Traffic Control Towers

The Federal Aviation Administration (FAA) will establish temporary Air Traffic Control Towers at the following locations:

1. Piper Tech Center, Freq. 134.25, ops. 8am to 8pm lcl.
2. UCLA, Freq. 133.975, ops. 8am to 8pm lcl.
3. USC, Freq. 134.7, ops. 8am to 8 pm lcl.
4. Long Beach Convention Center, Freq. 133.5, ops. 8am to 8pm lcl.
5. Camarillo Airport, Freq. 133.4, ops. 8am to 8pm lcl.

The Olympic Special Federal Aviation Regulation

The following is a summation of the requirements of the Olympic SFAR. Individuals requiring the complete SFAR or additional copies of this publication should contact:

FAA Western-Pacific Region  
P.O. Box 92007  
Worldway Postal Center  
Los Angeles, California 90009  
ATTN: AWP-530 Phone: (213) 536-6182

General

The Federal Aviation Administration (FAA) has issued a Special Federal Aviation Regulation (SFAR) to support the 1984 Olympics which will be held primarily in the Los Angeles, Southern California area. The SFAR provides special airport, airspace and flight operation requirements and services during the Olympic period. In addition it provides aviation security in support of the Olympic games in conjunction with various Federal, State, and local law enforcement agencies. The SFAR is applicable from July 14, 1984 to August 26, 1984.

The SFAR provides for publishing special Olympic editions of the Los Angeles and Vicinity VFR Helicopter Aeronautical Chart and the Los Angeles Terminal Area Chart. It also defines the following terms:

1. Olympic Reservation Airport  
Categorized as "A" or "B" an Olympic Reservation may be required. The only category A airport is Los Angeles International (LAX). Category B airports are: Burbank-Glendale-Pasadena, Long Beach (Daugherty Field), Ontario International and Santa Ana, John Wayne Airport/Orange County.
2. Los Angeles Olympic Area  
Is the airspace within an 80 nautical mile radius of the Los Angeles International Airport and includes the airports designated above.
3. Southern California Olympic Security Area  
Is that area of southern California south of 35° latitude and from the coastline east to 116° longitude.
4. FAA Airport Reservation Service (FAA/ARS)  
Is established to provide an advance reservation service for U.S. scheduled and commercial operator flights into Los Angeles International Airport. This service will be in operation for additional capacity at LAX for the July 14 through August 26, 1984 Olympic period. It will be administered by the FAA's Associate Administrator for Policy and International Aviation. Details of the FAA/ARS operation are found in Appendix I of the SFAR.

5. FAA Olympic Reservation Service (FAA/ORS)  
Is established to provide an airport reservation service for certain U.S. unscheduled flights into the Los Angeles Olympic area. This facility will be in operation for 24 hours a day commencing July 1, 1984. Toll-free (800) telephone numbers are available for accepting reservation requests at the designated reservation airports. Details of FAA/ORS operation are found in Appendix II of the SFAR.
6. FAA Olympic Security Service (FAA/OSS)  
Is established to provide air commerce security services. The FAA/OSS will provide and assess information relative to security requirements and procedures and criminal acts directed toward the air transportation system. Use the following toll-free (800) telephone numbers to contact the FAA/OSS: (800) 732-6666 for calls originating in California (800) 524-6666 for other states.

The major provisions of the SFAR provide for:

1. An advance airport reservation system applicable to U.S. scheduled air carrier and commercial arrival operations at Los Angeles International (LAX). The system includes IFR and fixed-wing VFR operations.
2. An airport reservation system applicable to U.S. unscheduled operations at Burbank-Glendale-Pasadena (BUR), Long Beach (Daugherty Field) (LGB), Ontario International (ONT), Santa Ana, John Wayne Airport/Orange County (SNA), and Los Angeles International (LAX) airports. The reservation system applies to all arrival operations with the following exceptions:
  - a. All VFR Helicopter operations.
  - b. All VFR Fixed-wing operations.
3. A flight plan filing requirement applicable to each person who conducts a foreign unscheduled arrival flight to an Olympic Reservation Airport.
4. A 30 day advance notice requirement applicable to each foreign unscheduled arrival operation landing at an Olympic Reservation Airport.
5. Security requirements applicable to operators of airports, air carriers, commercial operators and pilots conducting operations at selected airports within the southern California Olympic Security Area.
6. The establishment of airspace restricted areas over various Olympic village and competition sites.
7. A flight plan filing requirement applicable to each person who conducts an unscheduled VFR fixed-wing flight to LAX.



Discussion - Reservations - Unscheduled Operations

The SFAR categorizes the reservation airports in the Los Angeles area, and identifies the reservation requirements for each category. It also provides that other airports not so designated may be added, deleted, or the category classification changed to meet existing traffic demand. The changes, if required will be promulgated by FDC NOTAMS. Pilots planning flight to the Los Angeles area during the Olympic period should familiarize themselves with FDC and Class II NOTAM's applicable to the area.

Airport Classification

## A. Category A

## 1. Airport:

Los Angeles International (LAX)

## 2. Operations Requiring Reservations:

IFR - All unscheduled arrivals.

VFR - All unscheduled fixed-wing arrivals.

## B. Category B

## 1. Airports:

Burbank-Glendale-Pasadena (BUR)

Long Beach (Daugherty field) (LGB)

Ontario International (ONT)

Santa Ana, John Wayne/Orange County (SNA)

## 2. Operations Requiring Reservations:

IFR - All unscheduled arrivals.

## C. Other southern California area airports that may come under a reservation requirement:

Brackett Field	McClellan-Palomar
Cable-Upland	Oxnard
Camarillo	Palm Springs Municipal
Chino	Rialto Municipal
Corona Municipal	Riverside Municipal
El Monte	Riverside Rubidoux
Fullerton Municipal	San Diego International
General Wm. J. Fox Airfield	Santa Barbara International
Gillespie Field	Santa Monica Municipal
Hawthorne Municipal	Torrance Municipal
Las Vegas McCarran	Van Nuys
Montgomery Field	Whiteman Air Park

Certain other flights are excluded from the reservation requirements:

1. Essential military
2. Medical Emergency - (fire/rescue)
3. Law enforcement/security
4. Flights essential to the public health and welfare
5. Presidential/Vice Presidential and support flights
6. All VFR helicopter operations

#### Airport Reservation Procedures

1. Period for which reservations are required: July 14, 1984 through August 26, 1984.
2. Effective times: From 0600 Pacific Daylight Time (PDT) through 2359 PDT daily.
3. Reservation requests will be accepted and approved by the FAA/ORS on a first-come, first-served basis beginning 12:01 a.m. PDT July 1, 1984.
4. Reservations may be made no more than 14 days and not less than 2 hours prior to the first proposed arrival time at the designated Olympic airport.
5. Multiple reservation requests will be accepted provided the total request does not include more than 3 Reservation Airports.
6. To obtain a reservation at an Olympic Reservation Airport, call the FAA/ORS using the following special toll-free number:

800-451-6666

7. Pilots are requested to cancel reservations with the FAA/ORS at the earliest possible time when a decision to cancel the proposed flight is made.

#### Advance Notice Requirement

The 30 day advance notice applies to all foreign unscheduled arrivals into the United States landing at an Olympic Reservation Airport. For purposes of the SFAR the foreign unscheduled arrival is any flight which departs from an airport outside the contiguous U.S. and is not published in the June 1, 1984 Official Airline Guide (OAG). The notice requirement is for air traffic control planning purposes only. It does not constitute an air traffic clearance and does not guarantee airport access. Nor does it waive any existing U.S. entry requirements.

The period for which notice is required and the applicable airports are the same as outlined in the airport reservation procedures. Notice may be given to the FAA by any of the following means:

Mail: Department of Transportation  
Federal Aviation Administration  
800 Independence Avenue, S.W.  
Washington, D.C. U.S.A., 20591  
Attention: Harvey B. Safeer, APO-1

ARINC: DCAYAXD  
Attention: Harvey B. Safeer, APO-1

TELEX: 892562  
Attention: Harvey B. Safeer, APO-1

#### Airspace Restricted Areas

The airspace restricted areas described elsewhere in this publication are established over Olympic village and competition sites. Aircraft operations within, into or out of airspace restricted areas are prohibited except for the following:

1. Olympic security flights;
2. Emergency relief flights involving the public health and welfare;
3. Law enforcement;
4. Flights operated in accordance with FAA approved ingress/egress routes to/from heliports located within an airspace restricted area and in compliance with established security requirements, and;
5. Flights operating under a FAA approved authorization issued under the authority of the SFAR.

Each person who desires to conduct operations within, into, or out of an airspace restricted area established by the Olympic SFAR must request authorization from the FAA. The FAA will review and approve/disapprove requests consistent with the needs of security. The disposition of all requests will be coordinated with the appropriate security agencies, however, the FAA maintains responsibility and authority for use of the designated airspace restricted area and will ensure that any authorization to operate within, into, or out of these areas is issued on a non-discriminatory basis.

To request airspace restricted area access, submit FAA Form 7711-2 to:

Olympic Air Support Headquarters  
555 E. Ramirez Street  
Los Angeles, California 90012  
Attn: Capt. Bob Woods - Phone (213) 230-9873

Each person submitting such a request for consideration will be notified of the disposition of the request.

OLYMPIC SITES WEST COAST

<u>Site Number</u>	<u>Location</u>		<u>Activity</u>	<u>Dates</u>
1	University California Santa Barbara	34°24'30N 119°50'58W	Village	7/14 - 8/15
2	Lake Casitas	34°24'10N 119°20'00W	Rowing Canoeing	7/30 - 8/5 8/6 - 8/11
3	Rosebowl	34°09'41N 118°10'00W	Soccer	7/29 - 8/11
4	Santa Anita	34°08'27N 118°02'38W	Equestrian	7/29 - 8/12
5	Pepperdine University	34°02'30N 118°42'30W	Water Polo	8/1 - 8/10
6	University California Los Angeles	34°04'13N 118°26'45W	Village Gymnastics Tennis	7/14 - 8/15 7/29 - 8/11 8/6 - 8/11
7	Dodger Stadium	34°04'26N 118°14'21W	Baseball	7/31 - 8/7
8	Cal State University	34°04'00N 118°10'02W	Judo	8/4 - 8/11
9	University Southern California/Coliseum/ Convention Center	34°01'50N 118°17'27W	Village Swimming  Boxing Diving Track & Field	7/14 - 8/15 7/29 - 8/4 8/6 - 8/9 7/29 - 8/11 8/5 - 8/12 8/3 - 8/12
10	East Los Angeles College	34°02'28N 118°08'54W	Field Hockey	7/29 - 8/11
11	Loyola Mary Mount College	33°58'07N 118°24'53W	Weight Lifting	7/29 - 8/8
12	Forum	33°57'30N 118°20'28W	Basketball Handball	7/29 - 8/10 8/11
13	Cal State Fullerton (CSF)	33°52'45N 117°53'00W	Handball	7/31 - 8/10
14	Prado San Bernardino	33°56'20N 117°39'15W	Shooting	7/29 - 8/4

15	Cal State University Dominquez Hills	33°51'55N 118°15'15W	Cycling	7/29 - 8/5
16	El Dorado Park	33°48'30N 118°05'00W	Archery	8/8 - 8/11
17	Anahiem Convention Center	33°48'04N 117°55'11W	Wrestling	7/30 - 8/11
18	Long Beach Convention Center	33°45'53N 118°11'16W	Fencing Volleyball	8/1 - 8/11 7/29 - 8/11
19	Heritage Park	33°41'20N 117°46'25W	Swimming	7/31
20	Coto de Caza	33°39'25N 117°36'05W	Modern Pentathalon	7/29 - 8/1
21	Fairbanks Ranch C.C.	32°58'32N 117°12'42W	Equestrian	8/1 - 8/3
22	Mission Viejo	33°35'25N 117°39'25W	Women's Cycling	7/29
23	Stanford University	37°25'40N 122°10'10W	Village Soccer	7/14 - 8/15 7/29 - 8/8
24	Mount St. Mary's College	34°05'07N 118°28'53W	Village	7/14 - 8/15
25	Occidental College	34°07'30N 118°12'30W	Village	7/14 - 8/15

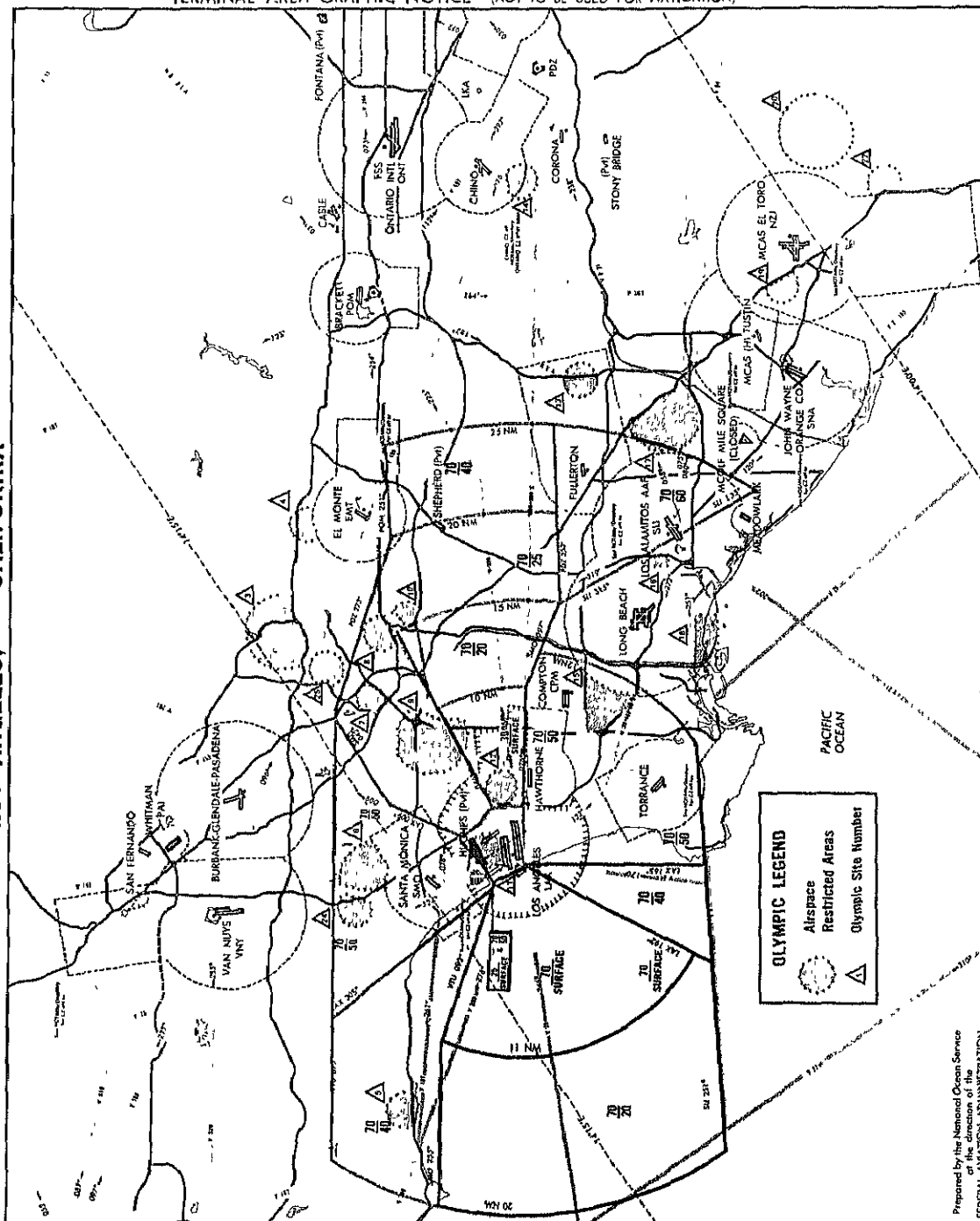
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 OLYMPIC SITES EAST COAST

1	Navy-Marine Corps Stadium Annapolis, Maryland	38°58'00N 076°29'20W	Village Soccer	7/29 - 8/3
2	Harvard Stadium Cambridge, Mass.	42°22'00N 071°07'39W	Soccer	7/29 - 8/3

# LOS ANGELES, CALIFORNIA

TERMINAL AREA GRAPHIC NOTICE (NOT TO BE USED FOR NAVIGATION)



Prepared by the National Ocean Service  
at the direction of the  
FEDERAL AVIATION ADMINISTRATION

1. University California/Santa Barbara - 2 NM radius of 34°24'30N, 119°50'58W (within the Santa Barbara Airport Traffic Area). Surface to 2500' MSL. Effective 7/14 - 8/15/84.
2. Lake Casitas - 2 NM radius of 34°24'10N, 119°20'00W. Surface to 4000' MSL. Effective 7/14 - 8/15/84.
3. Rosebowl - 2 NM radius of 34°09'41N, 118°10'00W excluding the Ventura Freeway. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
4. Santa Anita Park - 1 NM radius of 34°08'27N, 118°02'38W excluding El Monte Control Zone. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
5. Pepperdine College - 1 NM radius 34°02'30N, 118°32'40W excluding coastline. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
6. UCLA - 2 NM radius 34°04'13N, 118°26'45W excluding the north portion of the Santa Monica Control Zone; truncated to the west by a line (fifty feet east) from reservoir (34°02'40N, 118°28'30W) northeast to the Brentwood Bel Air Holiday Inn; thence, northeast from the Brentwood Bel Air Holiday Inn to the northern most point of Stone Canyon Reservoir. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
7. Dodger Stadium - 1 NM radius 34°04'26N, 118°14'21W excluding the Golden State Freeway (#5), Glendale Freeway (#2), Pasadena Freeway (#11), and Hollywood Freeway (#101). Surface to 2500' MSL. Effective 7/14 - 8/15/84.
8. CSLA (Cal State University) - 1 NM radius of 34°04'00N, 118°10'02W bordering and including the intersection of the Long Beach and San Bernardino Freeways. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
9. USC/Coliseum/Convention Center - 2 NM radius of 34°01'58N, 118°17'27W bordering but excluding Wilshire Blvd.; to the NE bordering and including Olive St. and 7th St., Southbound Olive St. to the Santa Monica Freeway thence south to Lindsey Park. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
10. East Los Angeles College - 1 NM radius 34°02'28N, 118°08'54W truncated to the Northwest and South; bordering but excluding the Pomona Freeway, Long Beach Freeway and Monterey Pass Road. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
11. Loyola Mary Mount College - 1 NM radius of 33°58'07N, 118°24'53W truncated to the north, bordering but not including the Marina Freeway and Los Angeles International Airport and excluding Sepulveda Blvd. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
12. Forum - 1 NM radius of 33°57'30N, 118°20'28W. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
13. CSF (Cal State Fullerton) - 1 NM radius of 33°52'45N, 117°53'00W. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
14. Prado (San Bernardino) - 1 NM radius 33°56'20N, 117°39'15W, excluding Pine Ave. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

15. Cal State University Dominguez Hills - 2 NM radius of 33°51'55N, 118°15'15W excluding the Long Beach Control Zone; truncated to the north; bordering and including the eastbound lanes of the 91 Freeway. Truncated to the west and south to border but not including the Harbor and San Diego Freeways. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
16. El Dorado Park - 1 NM x 1NM rectangle from 33°48'30N, 118°05'00W. Truncated to the east to border but not including Freeway 605. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
17. Anaheim Convention Center - 2 NM radius of 33°48'04N, 117°55'11W, truncated to the North to border, but not including Freeway I-5; truncated to the southeast to the border, but not including the Garden Grove Freeway. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
18. Long Beach Convention Center - area is a rectangle whose borders are 1/2 NM North; 1 NM South and West; 2 NM east of 33°45'53N, 118°11'16W; bordering but excluding the Long Beach Freeway on the west; bordering and including Belmont Pier on the east which includes the Queen Mary on the south border. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
19. Heritage Park - 1 NM radius of 33°41'20N, 117°46'25W truncated to the north to border, but not including Freeway I-5. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
20. Coto De Caza - 2 NM radius of 33°39'25N, 117°36'05W. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
21. Fairbanks Ranch (San Diego) - 2 NM radius of 32°58'32N, 117°12'42W excludes I-5 Freeway. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
22. Mission Viejo - 1 NM radius 33°35'25N, 117°39'25W excludes Freeway I-5. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
23. Stanford University, Palo Alto - 2 NM radius of 37°25'40N, 122°10'10W. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
24. Mount St. Mary's College - 1 NM radius of 34°05'07N, 118°28'53W truncated to the east by a line (fifty feet west) from the Brentwood Bel Air Holiday Inn Northeast to the northern most point of Stone Canyon Reservoir. Surface to 2500' MSL. Effective 7/14 - 8/15/84.
25. Occidental College - 1 NM radius of 34°07'30N, 118°12'30W excluding the Glendale Freeway. Surface to 2500' MSL. Effective 7/14 - 8/15/84.

NOTE: For access to Airspace Restricted Areas contact:

Olympic Air Support Headquarters  
555 E. Ramirez Street  
Los Angeles, California 90012  
Attn: Capt. Bob Woods - Phone (213) 230-9873

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#### Olympic Sites and Airspace Restricted Areas on East Coast

1. Navy-Marine Corps Stadium, Annapolis, Maryland. 2 NM radius of 38°59'00N, 076°29'20W. Surface to 2000' MSL. Effective 7/14 - 8/7/84.



VFR (ALTERNATE) HELICOPTER ROUTES - DESCRIPTIONS  
 (as shown on the Special Edition VFR  
 Helicopter Aeronautical Chart Los Angeles  
 and Vicinity)

The Federal Aviation Administration and the concerned law enforcement agencies have made every effort to design airspace restricted areas that would serve the vital needs of security without undue hardship on existing air commerce. The Los Angeles and Vicinity VFR Helicopter Chart depicts all the airspace restricted areas at six sites, alternate navigation routes to circumnavigate the airspace restricted areas. These alternate routes are shown in green on the face of the Helicopter Chart with an accompanying textual description shown on the reverse.

Route 1 - Is an alternate route designed to bisect airspace restricted areas Number Six(6) and Twenty-four(24) which encompasses Olympic Villages. Helicopters proceeding southbound along the San Diego Freeway from the Sepulveda Pass should alter course to the left at Mulholland Reporting Point. Proceed southeast to the northern most point of Stone Canyon Reservoir (Stone Canyon Reservoir Reporting Point). Upon reaching Stone Canyon Reservoir Reporting Point turn right and proceed southwest direct to the Brentwood Bel Air Holiday Inn. Upon reaching Brentwood Bel Air Holiday Inn proceed southwest direct to Reservoir Reporting Point (34°02'40N, 118°28'30W). Resume normal course at this time.

Contact Santa Monica Tower when operating in the Santa Monica Airport Traffic Area. Avoid the UCLA and Mount St. Mary's College areas and maintain the point to point track when transiting this area. Be alert for extensive air operations near each campus and the main VA Hospital.

Route 2 - Is an alternate route designed to circumnavigate airspace restricted area number Nine (9) which encompasses the Coliseum and Sports Arena. Helicopters proceeding southbound along the Harbor Freeway from the 4 - level should alter course to the east when reaching the ARCO Towers. From the ARCO Towers proceed east to 7th and Olive, upon reaching 7th and Olive alter course to the right and proceed directly to the Transamerica Building, then southbound along Avalon directly to the Old Goodyear Plant located at Slauson and Avalon. Resume normal course at this time as per Los Angeles Helicopter Control. Helicopters proceeding northbound from the Old Goodyear Plant proceed north on Avalon directly to Transamerica Building, then to 7th and Olive, then to ARCO Towers, resume normal course.

Helicopters are to avoid the USC Coliseum and Los Angeles Convention Center areas.

Pilots be alert for extensive air operations in these areas as well as Civic Center and the Hooper Heliport.

- Route 3 - Is an alternate route designed to circumnavigate airspace restricted area number 11. Helicopters proceeding eastbound over Marina Del Rey in conjunction with the Wilshire routing should continue eastbound along the Marina Freeway until reaching the Fox Hills Mall, located near the intersection of the San Diego and Marina Freeways. Expect further clearance from Los Angeles Helicopter Control via the Sepulveda Route. Do not overfly Loyola Mary Mount College, Hughes or Playa Del Rey. Proceeding from Los Angeles northbound along San Diego Freeway or Sepulveda do not turn westbound until reaching the Foxhills Mall. Then proceed westbound along the Marina Freeway avoiding Loyola Mary Mount College and Hughes.
- Route 4 - Is an alternate route designed to circumnavigate airspace restricted area number 4 which encompasses Santa Anita Race Track. Helicopters proceeding eastbound along the 210 Freeway should alter course to the north 1/2 mile upon reaching the Sears Building located north of the 210 Freeway at Rosemead Blvd. From Sears proceed eastbound until reaching the San Gabriel River north of the 210 Freeway and the Santa Fe flood control basin. Resume normal course at this time. Helicopters proceeding westbound along the 210 Freeway should alter course 1/2 mile north upon reaching the north end of the Santa Fe flood control basin at the 210 Freeway. Then proceed westbound direct to the Sears Bldg. Resume normal course at this time. Remain well north of the Santa Anita Race Track and 210 Freeway when transiting.
- Route 5 - Is an alternate route designed to circumnavigate airspace restricted area number 8 which encompasses Cal State Los Angeles. Helicopters proceeding eastbound along the San Bernardino (I-10) Freeway should alter course 1/2 mile to the south beginning at LA County Hospital. Then proceed eastbound until crossing the intersection of the Long Beach and San Bernardino Freeways. Resume normal course at this time. Helicopters proceeding westbound along the San Bernardino Freeway should alter course 1/2 mile south before reaching intersection of the Long Beach and San Bernardino Freeways. Then proceed westbound until reaching south of the LA County Hospital. Resume normal course at this time. Avoid any overflights of the Cal State College areas.
- Route 6 - Is an alternate route designed to circumnavigate airspace restricted area number 18 which encompasses the Long Beach Convention Center. Helicopters proceeding southbound along the shoreline should alter course north upon reaching the Long Beach Freeway to Anaheim Street. Upon reaching Anaheim Street turn right and proceed east on Anaheim until reaching Pacific Coast Highway. Upon reaching Pacific Coast Highway turn right and proceed southeast to Seal Beach. Upon reaching Seal Beach resume normal course. Helicopters proceeding northbound along shoreline (Seal Beach) proceed northwest on Pacific Coast Highway, then to Anaheim, then to Long Beach Freeway, then to shoreline, resume normal course.

Route 6 - (cont'd.)

Use caution near the Redondo South Departure Profile for helicopters at Long Beach. Belmont Pier represents the beginning of the Olympic airspace restricted area when proceeding north along the shoreline. Contact Long Beach Tower when entering Long Beach Air Traffic area for routing.

Flight Information Handout - 1984 Olympics. Flight information handouts will be made available at all FAA flight service stations, general aviation district offices, the FAA Western-Pacific Region Office in Los Angeles, California, and the National Flight Data Center in Washington, D.C. The Washington and region addresses are:

FAA Western-Pacific Region  
P.O. Box 92007  
Worldway Postal Center  
Los Angeles, California 90009  
Attn: AWP-530

Washington  
DOT/FAA  
800 Independence Ave., S.W.  
Washington, D.C. 20591  
Attn: AAT-250

Aeronautical Charts for the 1984 Olympics. Special editions of the Los Angeles VFR Terminal Area Chart and Los Angeles and Vicinity VFR Helicopter Aeronautical Chart will be published. They will identify Olympic sites, airspace restricted areas, VFR (Alternate) Helicopter routes and other pertinent data. These charts will be available from the National Ocean Service and through their chart sales agents.

Notice to Airman (NOTAM) Information. Time-critical aeronautical information which is of either a temporary nature or is not sufficiently known in advance to permit publication on aeronautical charts or in other operational publications, receives immediate dissemination via the National Notice to Airmen (NOTAM) System. All domestic operators planning flight to the Olympics need to pay particular attention to NOTAM D, and Flight Data Center (FDC) NOTAM information. NOTAM D information could affect a pilot's decision to make a flight. It pertains to information on airports, runways, navigational aids, radar services, and other information essential to flight. An FDC NOTAM will contain information which is regulatory in nature, such as amendments to aeronautical charts and restrictions to flight. FDC and NOTAM D information will also be provided to international operators in the form of International NOTAM's.

GRAPHICS

The following graphics depict areas of concentrated IFR arrival and departure routes for the Los Angeles area and Olympic Airspace Restricted Areas. The airspace restricted areas shown are not depicted on the Los Angeles VFR Terminal Area Chart or the Los Angeles and vicinity VFR Helicopter Aeronautical Chart.

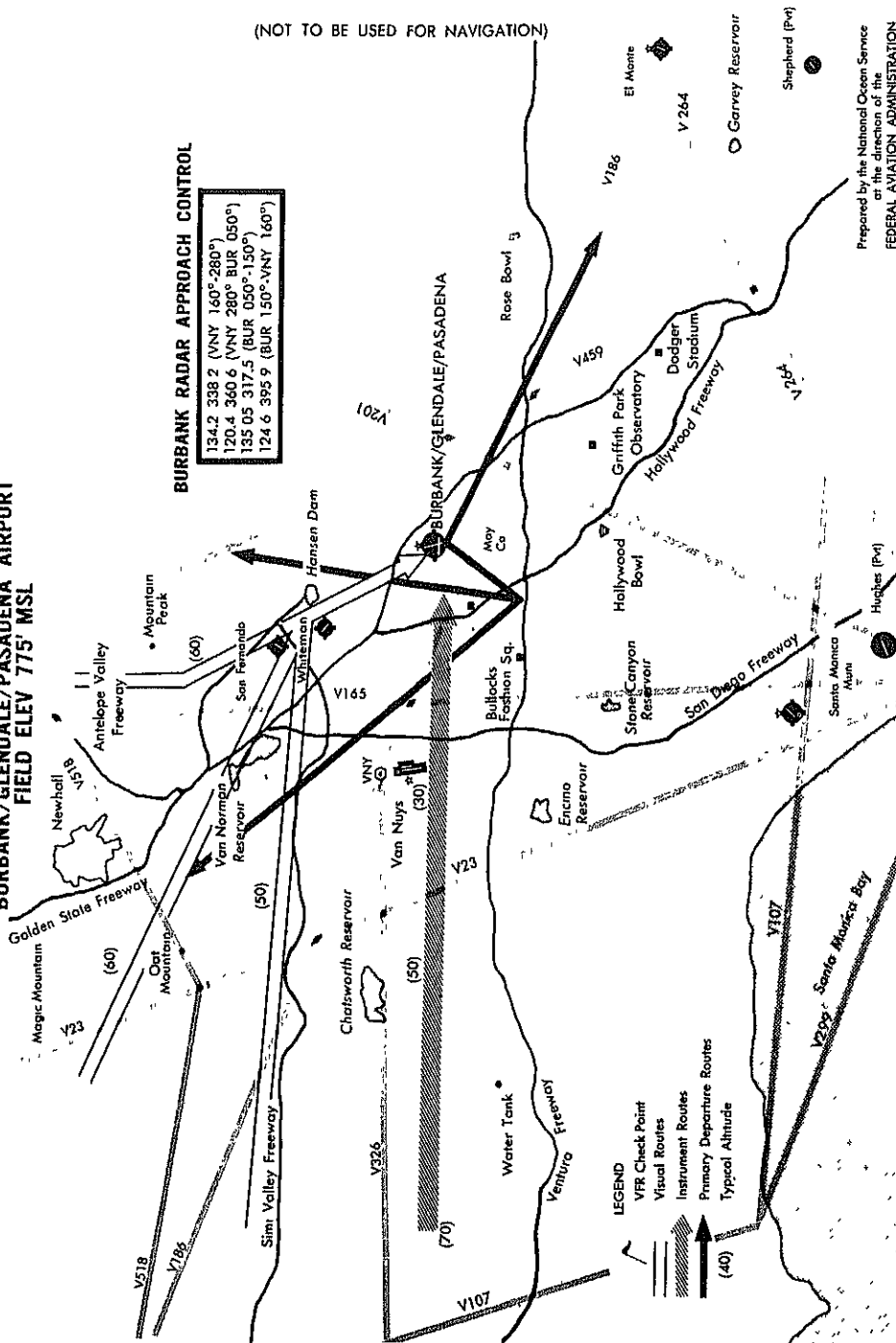
- Graphic 1      Primary Air Carrier Routes, Burbank, California,  
                  Burbank/Glendale/Pasadena Airport.
- Graphic 2      IFR routes, Long Beach, California.
- Graphic 3      IFR routes, Los Angeles, California.
- Graphic 4      Santa Barbara, California, University of California,  
                  Santa Barbara Olympic Airspace Restricted Area #1.
- Graphic 5      Lake Casitas, California, Olympic Airspace Restricted Area #2.
- Graphic 6      Malibu Point, California, Pepperdine University, Olympic Airspace  
                  Restricted Area #5.
- Graphic 7      Palo Alto, California, Stanford, University, Olympic Airspace  
                  Restricted Area #23.
- Graphic 8      San Diego, California, Fairbanks Ranch Country Club, Olympic  
                  Airspace Restricted Area #21.
- Graphic 9      Annapolis, Maryland, Navy-Marine Corps. Stadium, East Coast  
                  Olympic Airspace Restricted Area #1.
- Graphic 10     Boston, Massachusetts, Harvard University Stadium, East Coast  
                  Olympic site.

PRIMARY AIR CARRIER ROUTES  
BURBANK, CALIF  
BURBANK/GLENDALE/PASADENA AIRPORT  
FIELD ELEV 775' MSL

BURBANK RADAR APPROACH CONTROL

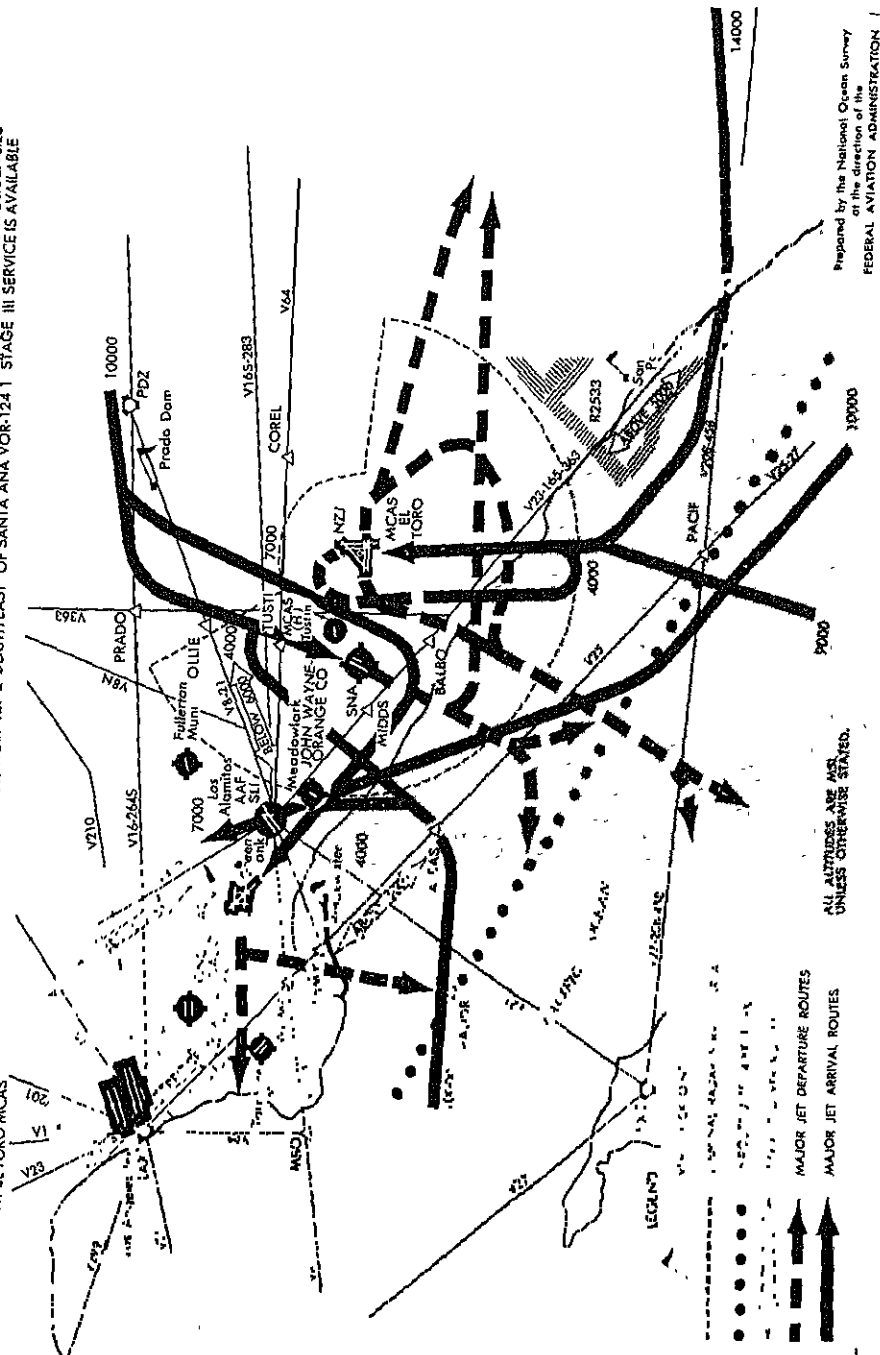
134.2 338.2 (VNY 160°-280°)  
120.4 360.6 (VNY 280° BUR 050°)  
135.05 317.5 (BUR 050°-150°)  
124.6 395.9 (BUR 150°-VNY 160°)

(NOT TO BE USED FOR NAVIGATION)

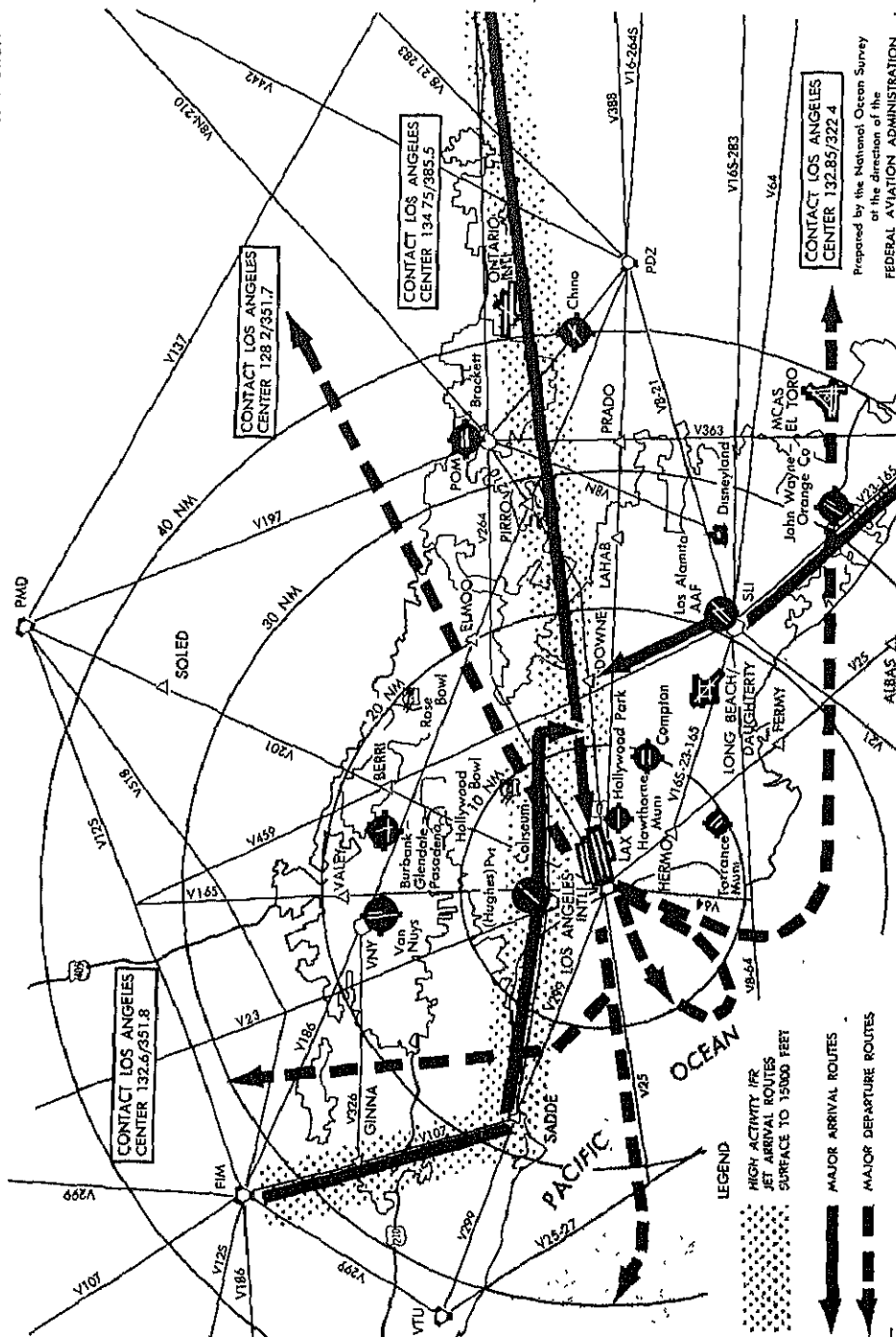


Term ~~EX~~

THIS CHART, DEPICTING THE IFR ROUTES WITHIN THE COAST APPROACH CONTROL AIRSPACE, IS TO ASSIST PILOTS IN PLANNING FLIGHTS INTO AND THROUGH THE AREA. STAGE II SERVICE TO LONG BEACH AIRPORT, AND TRAFFIC ADVISORY SERVICE IS AVAILABLE ON THE FOLLOWING FREQUENCIES NORTH AND EAST OF SEAL BEACH VOR 121.3, SOUTH-124.65, WEST-127.2 SOUTH EAST OF SANTA ANA VOR-124.1. STAGE III SERVICE IS AVAILABLE AT EL TORO MCAS.



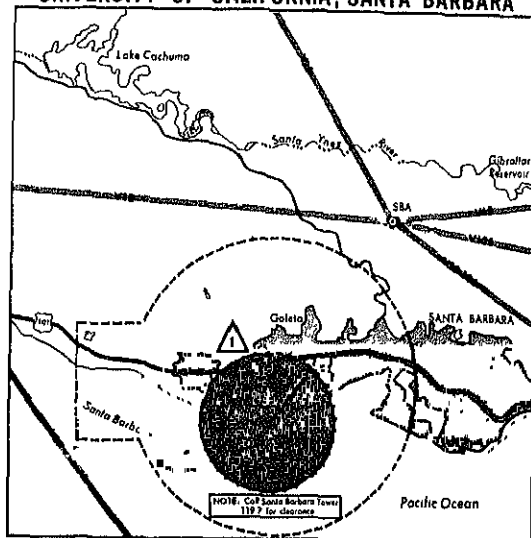
THIS GRAPHIC DEPICTS AREAS OF CONCENTRATED IFR ARRIVAL AND DEPARTURE TRAFFIC FOR THE INFORMATION AND GUIDANCE OF PILOTS OPERATING VFR IN THE LOS ANGELES TERMINAL AREA AND ADJACENT LOCATIONS. SHADED AREAS DEPICT HIGH ACTIVITY IFR JET ARRIVAL ROUTES. PILOTS ARE ADVISED TO EXERCISE CAUTION WHEN TRANSITING THESE AREAS.



26 NOV 1954



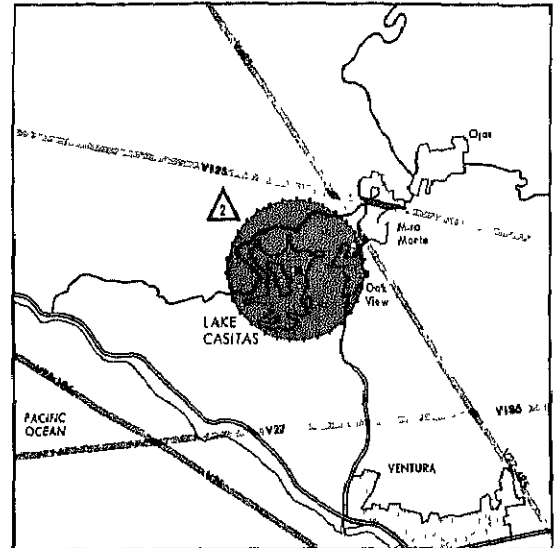
**SANTA BARBARA, CALIFORNIA**  
**UNIVERSITY OF CALIFORNIA, SANTA BARBARA**



SITE NUMBER	LOCATION	ACTIVITY	DATE
1	UNIVERSITY CALIFORNIA SANTA BARBARA	VHops	14/84-8/15/84

Airspace Restricted Area — 2 NM radius of 34°24'30"N/119°50'58"W (within the Santa Barbara Airport Traffic Area) Surface to 2500' MSL Effective 7/14/84-8/15/84

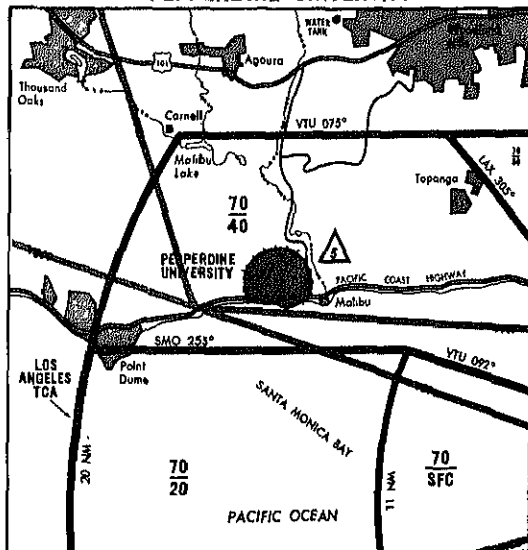
**LAKE CASITAS, CALIFORNIA**



SITE NUMBER	LOCATION	ACTIVITY	DATE
2	LAKE CASITAS	Conceal Training	8/6-8/11 7/90-8/5

Airspace Restricted Area — 2 NM radius of 34°24'10"N/119°20'00"W Surface to 4000' MSL Effective 7/14/84-8/15/84

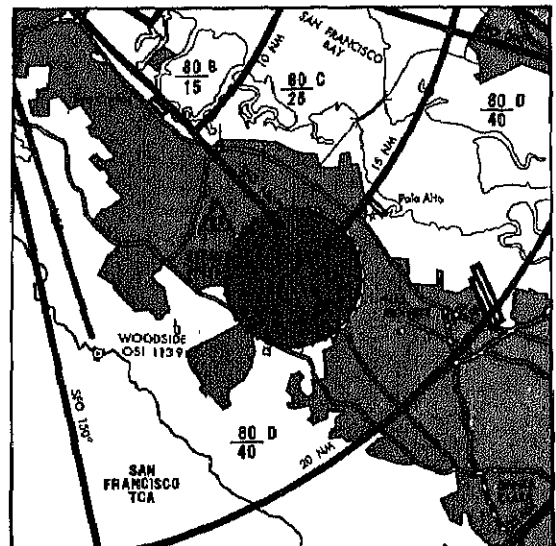
**MALIBU POINT, CALIFORNIA**  
**MALIBU, CALIFORNIA**  
**PEPPERDINE UNIVERSITY**



SITE NUMBER	LOCATION	ACTIVITY	DATE
5	PEPPERDINE UNIVERSITY	Water Polo	8/1-8/10

Airspace Restricted Area — 1 NM radius 34°02'30"N/118°42'30"W excluding coastline Surface to 2500' MSL Effective 7/14/84-8/15/84

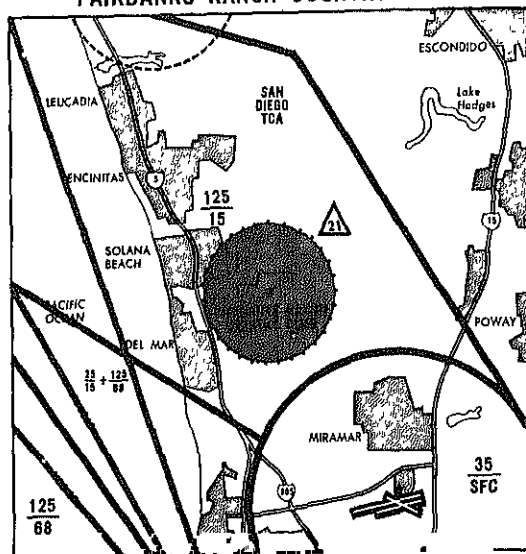
**PALO ALTO, CALIFORNIA**  
**STANFORD UNIVERSITY**



SITE NUMBER	LOCATION	ACTIVITY	DATE
23	STANFORD UNIVERSITY	Village Sector	7/14-8/15 7/90-8/8

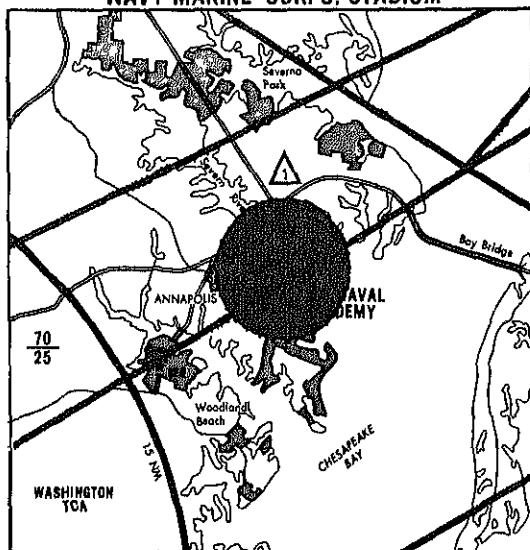
Airspace Restricted Area — 2 NM radius of 37°23'40"N/122°16'10"W Surface to 2500' MSL Effective 7/14/84-8/15/84

# SAN DIEGO, CALIFORNIA FAIRBANKS RANCH COUNTRY CLUB



Airspace Restricted Area — 2 NM radius 32°28'32"N/117°12'42"W excludes I-5 Freeway  
Surface to 2300' MSL Effective 7/14/84 8/15/84

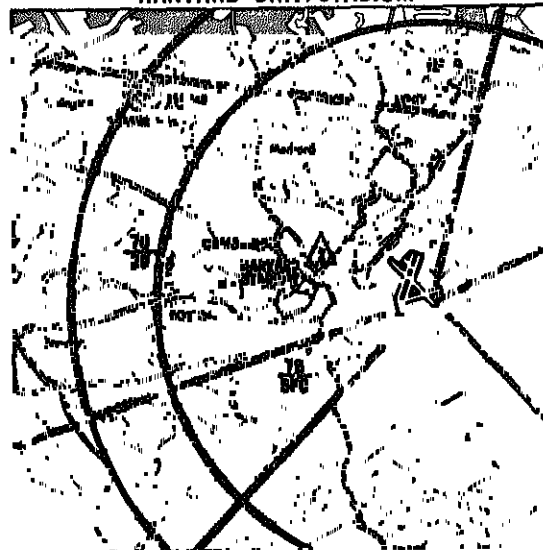
## ANNAPOLIS, MARYLAND NAVY-MARINE CORPS STADIUM



SIZE NUMBER	LOCATION	ACTIVITY	DATE
1	NAVY-MARINE CORPS STADIUM	Soccer	7/29-8/3
		Village	7/14-8/7

Airspace Restricted Area — 2 NM radius of 38°59'00"N/76°29'30"W Surface to 2000' MSL  
Effective 7/14/84-8/7/84

## BOSTON, MASSACHUSETTS HARVARD UNIV. STADIUM



SIZE NUMBER	LOCATION	ACTIVITY	DATE
2	HARVARD STADIUM	Soccer	7/29-8/3
		Village	7/29-8/3

Effective July 9 - September 10, 1984

Grande Temporary MOA, NM

Boundaries. Beginning at lat. 32°07'00"N., long. 106°17'06"W.;  
to lat. 32°23'00"N., long. 106°07'14"W.;  
to lat. 32°23'00"N., long. 106°04'20"W.;  
thence south along the Southern and Pacific Railroad  
to lat. 32°07'00"N., long. 106°15'12"W.;  
thence to the point of beginning.

Altitudes. 100 feet AGL up to and including 1,500 feet AGL.

Times of Use. Intermittent, by NOTAM, July 9 - September 10, 1984.

Controlling Agency. Albuquerque ARTCC, NM.

Using Agency. Department of the Army, U.S. Army Operational Test  
and Evaluation Agency, Fort Bliss, TX.

Special-66

R-5107B EXCLUDES  
THE AIRSPACE

R-5107C

GORBY RANCH  
4400-25

4420  
(215)

OTERO MILL (Pvt)  
2122 81

ALAMOGORDO  
4890  
(350)

MIDWAY (Pvt)  
4238-50-72-15

See NOTAMS/Dir  
for TA eff h

4170  
(200)UC

4208  
(225)

4526  
(500)

4540  
(500)

water tank & buildings

White Sands

camp & water tank

buildings & towers

Borro

POWER PLANT

NEWMAN

EL PASO

EL PASO TRSA

NEWMAN

EL PASO

EL PASO

EL PASO

EL PASO

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RESTRICTED  
R-5103 B & C

ALBUQUERQUE

SECTIONAL AERONAUTICAL CHART

R-5103A

EL PASO TRSA

EL PASO

SECTIONAL AERONAUTICAL CHART

FOR INFORMATION ONLY

AIRSPACE STUDY NO. 84-ASW-8-NR

# ABBREVIATIONS

Note. An "s" may be added for plural. Abbreviations used in FDC NOTAMS are italicized

<b>A</b> <i>AAS</i> Airport Advisory Service <i>A/C</i> Approach Control <i>acr</i> Aircraft <i>ADF</i> Automatic Direction Finder <i>AER</i> Approach End <i>AGL</i> above ground level <i>AIM</i> Airmen's Information Manual <i>ALS</i> Approach Light System <i>ALSF-1</i> Standard 2400' High Intensity Approach Lighting System with Sequenced Flashers, Category I Configuration <i>ALSF-2</i> Standard 2400' High-Intensity Approach Lighting System with Sequenced Flashers, Category II Configuration <i>alt</i> altitude <i>altm</i> altimeter <i>altm</i> altimeter <i>ALSTG</i> altimeter setting <i>amdt</i> amendment <i>apch</i> approach <i>apchg</i> approaching <i>aprx</i> approximate <i>arpt</i> airport <i>arr</i> arrive or arrival <i>ARSR</i> Air Route Surveillance <i>ARTCC</i> Air Route Traffic Control Center <i>ASDE</i> airport surface detection equipment <i>ASR</i> Airport Surveillance Radar <i>ATC</i> air traffic control <i>ATCT</i> air traffic control tower <i>ATIS</i> Automatic Terminal Information Service <i>avbl</i> available <i>awy</i> airway	<i>daylgt</i> daylight <i>decomsd</i> decommissioned <i>DDT</i> Runway weight bearing capacity for aircraft with double dual tandem type landing gear <i>degs</i> degrees <i>dep</i> depart, departure <i>DF</i> direction finder <i>DH</i> decision height <i>DME</i> UHF standard TACAN compatible distance measuring equipment <i>displcd</i> displaced <i>dstc</i> distance <i>DT</i> Runway weight bearing capacity for aircraft with dual tandem type landing gear <i>durg</i> during <i>DVFR</i> Defense Visual Flight Rule <i>E</i> east <i>EFAS</i> Enroute Flight Advisory Service <i>elev</i> elevation <i>emrg</i> emergency <i>equip</i> equipment <i>excp</i> except	<b>J</b> <i>J-bar</i> jet runway barrier <b>K</b> <i>kHz</i> kilohertz <b>L</b> <i>L</i> left (used only to designate runways) <i>lat</i> latitude <i>lbs</i> pounds (weight) <i>lctd</i> located <i>LDA</i> Localizer type directional aid <i>LDIN</i> Lead-in Lighting System <i>lgt</i> lighted <i>LMM</i> compass locator at middle marker ILS <i>lndg</i> landing <i>loc</i> localizer <i>LOM</i> compass locator at outer marker ILS <i>long</i> longitude	<b>Q</b> <i>quad</i> quadrant <b>R</b> <i>R</i> right (used only to designate runways) <i>RADAR</i> Radio Detection and Ranging <i>RAPCON</i> radar approach control (USAF) <i>RCAG</i> Remote Center air/ground <i>RCLS</i> Runway Centerline Lights System <i>RCO</i> Remote Communications Outlet <i>rcv</i> receive <i>rcvg</i> receiving <i>REIL</i> Runway End Identifier Lights <i>req</i> request <i>RNAV</i> Area Navigation <i>RRP</i> Runway Reference Point <i>rstrd</i> restricted <i>RTS</i> returned to service <i>RVR</i> runway visual range <i>RVRM</i> Runway Visual Range Midpoint <i>RVRT</i> Runway Visual Range Touchdown <i>RVR</i> Runway Visual Range Rollout <i>RVV</i> runway visibility values <i>rw</i> Runway <i>Nr</i> number	<b>TCA</b> Terminal Control Area <b>TCH</b> Threshold Crossing Height <i>trf</i> traffic <i>thr</i> threshold <i>thru</i> through <i>tkof</i> take-off <i>tmprly</i> temporarily <i>TPA</i> Traffic Pattern Altitude <b>TRACON</b> Terminal Radar approach control <i>trml</i> terminal <b>TRSA</b> Terminal Radar Service Area <i>tsnt</i> transient <b>TWEB</b> transcribed weather broadcast <i>twr</i> tower <i>twy</i> taxiway
<b>B</b> <i>BC</i> back course <i>bcn</i> beacon <i>bcast</i> broadcast <i>blgd</i> building <i>brg</i> bearing <i>btw</i> between <i>byd</i> beyond	<b>F</b> <i>FAF</i> final approach fix <i>FAR</i> Federal Aviation Regulation <i>FDC</i> Flight Data Center <i>FI/P</i> flight information (permanent) <i>FI/T</i> flight information (temporary) <i>FL</i> Flight Level <i>FM</i> fan marker <i>freq</i> frequency <i>FSS</i> Flight Service Station <i>ft</i> feet <b>G</b> <i>govt</i> government <i>GS</i> glide slope <i>GWT</i> gross weight	<b>M</b> <i>MAA</i> maximum authorized altitude <i>mag</i> magnetic <i>maint</i> maintain, maintenance <i>MALS</i> Medium Intensity Approach Light System <i>MALSR</i> Medium Intensity Approach Light System with Runway Alignment Indicator Lights <i>MAP</i> missed approach point <i>max</i> maximum <i>MAC</i> minimum crossing altitude <i>MDA</i> minimum descent altitude <i>MEA</i> minimum enroute IFR altitude <i>MHz</i> megahertz <i>min</i> minimum or minute <i>MIRL</i> Medium Intensity Runway Edge Lights <i>MLS</i> Microwave Landing System <i>MM</i> middle marker ILS <i>MOCA</i> minimum obstruction clearance altitude <i>MRA</i> minimum reception altitude <i>MSA</i> minimum safe altitude <i>MSL</i> mean sea level <i>muni</i> municipal	<b>S</b> <i>S</i> south <i>S</i> Runway weight bearing capacity for aircraft with single-wheel type landing gear <i>SDF</i> Simplified Directional Facility <i>sec</i> second <i>sfc</i> surface <i>SFL</i> Sequenced Flashing Lights <i>SI</i> straight in approach <i>SM</i> statute mile(s) <i>SR</i> sunrise <i>SS</i> sunset <i>SSALF</i> Simplified Short Approach Lighting System with Sequenced Flashers <i>SSALS</i> Simplified Short Approach Lighting System <i>SSALR</i> Simplified Short Approach Lighting System with Runway Alignment Indicator Lights <i>STOL</i> Short take-off & landing runway <i>sv</i> service	<b>U</b> <i>UHF</i> Ultra high frequency <i>unavbl</i> unavailable <i>unlgt</i> unlighted <i>unmon</i> unmonitored <i>unusbt</i> unusable <b>V</b> <i>VASI</i> Visual Approach Slope Indicator <i>VDP</i> visual descent point <i>VFR</i> visual flight rules <i>VHF</i> Very high frequency <i>vis</i> visibility <i>VOR</i> VHF Omni-Directional Radio Range <b>VORTAC</b> Combined VOR and TACAN System <i>VOT</i> VOR Receiver testing facility <i>vsby</i> visibility
<b>C</b> <i>cat</i> category <i>CFR</i> crash fire rescue <i>clnc</i> clearance <i>clsd</i> closed <i>comnd</i> commissioned <i>cntr</i> center <i>cntrln</i> centerline <i>Comlo</i> Compass locator <i>const</i> construction <i>capty</i> capacity <i>crs</i> course <i>cic</i> contact <i>CTLZ</i> Control Zone	<b>H</b> <i>HAA</i> height above airport <i>HAT</i> height above touchdown <i>HIRL</i> High Intensity Runway Lights <i>hol</i> holiday <i>hwy</i> highway <b>I</b> <i>IAF</i> initial approach fix <i>IAP</i> initial approach procedure <i>ident</i> identification <i>IF</i> intermediate fix <i>IFR</i> Instrument Flight Rules <i>IFSS</i> International Flight Service Station <i>ILS</i> instrument landing system <i>info</i> information <i>Inop</i> inoperative <i>Int</i> intersection <i>Intl</i> international <i>Intat</i> intensity <i>ISMLS</i> Interim Standard Microwave Landing System	<b>N</b> <i>N</i> north <i>NA</i> not authorized <i>navaid</i> navigational aid <i>NDB</i> Non-directional Radio Beacon <i>NM</i> nautical mile(s) <i>NOPT</i> no procedure turn required <b>O</b> <i>obstr</i> obstruction <i>ODALS</i> Omnidirectional Approach Lighting System <i>OM</i> outer marker ILS <i>oper</i> operate <i>opn</i> operation <i>orig</i> original <i>OTS</i> Out of Service <i>ovrn</i> overrun <b>P</b> <i>PAR</i> Precision Approach Radar <i>pat</i> pattern <i>permt</i> permanently <i>PPR</i> Prior Permission Required <i>proc</i> procedure	<b>T</b> <i>T</i> true (after a bearing) <b>TAC</b> Terminal Area Chart <b>TACAN</b> UHF navigational facility—omni-directional course and distance information	<b>W</b> <i>W</i> west <i>wea</i> weather <i>wkday</i> weekday <i>wkend</i> weekend <i>wpt</i> waypoint <i>WS</i> Weather Service <i>wt</i> weight <b>Z</b> <i>Z</i> Greenwich mean time